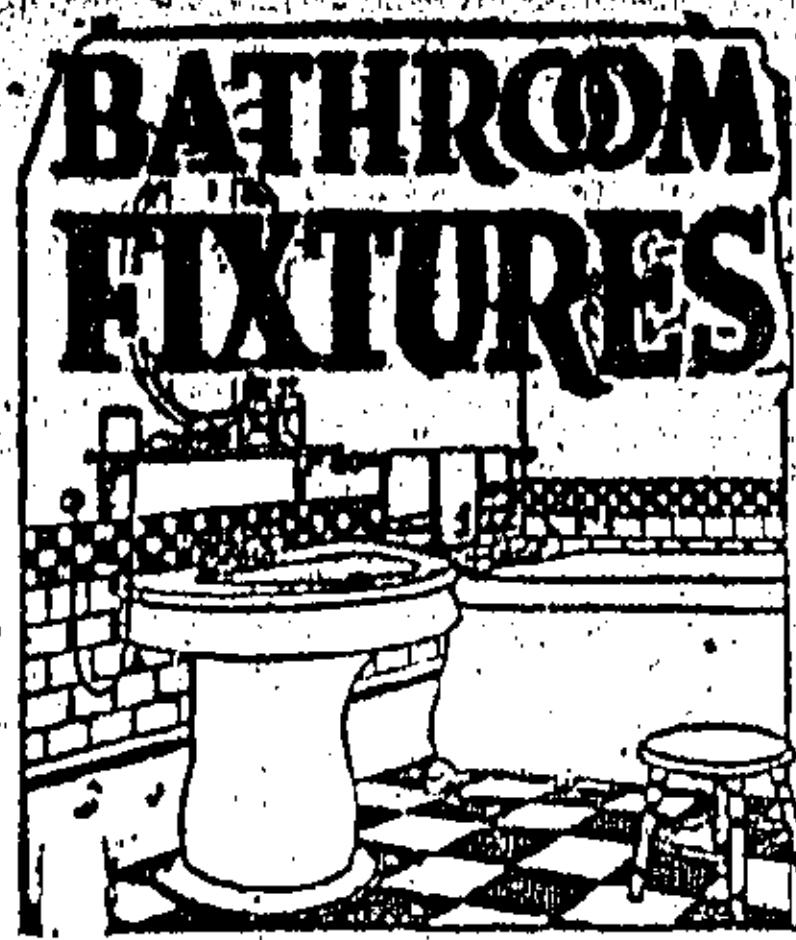




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SATURDAY, JULY 9, 1927.

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SENSATIONAL LOCAL MURDER.

WELL-KNOWN AGED CHINESE LADY KILLED.

WORK OF ARMED ROBBERS.

A great sensation has been caused this morning among the whole Chinese population of the Colony by the murder, by armed robbers, of a wealthy and well-known Chinese lady—Mrs. Tang Tsang-si, of No. 3 Seymour Terrace.

It appears that at about three o'clock this morning, a gang of armed robbers broke into the house, and gagged and bound Mrs. Tang, an aged lady of 76 years, together with other occupants of her room.

The robbers then proceeded to ransack the room for valuables, but must have been disturbed some little time later for they made what was an obviously hurried exit, leaving much of value behind them.

When rescuers went to Mrs. Tang's assistance, it was found that so tightly had she been gagged with a towel which had been bound round both mouth and nose that she had been suffocated to death.

The story, as gleaned by Telegraph representatives this morning, is that at about three o'clock a gang of four men, all armed with daggers made their entry into the house.

At the back of the house there is a tree which overhangs a fence surrounding the rear of the house, and it appears that the robbers climbed this tree and dropped over the fence into the precincts of the house. They then descended a stairway leading into a small yard, which is overlooked by a window of the unfortunate woman's bedroom. By forcing the catch of this window, which was of a type that presented little difficulty, the men succeeded in obtaining entrance to the room.

Shouts for Help.

The noise of the burglars entry awakened Mrs. Tang, who, pluckily attempted to seize one of them, calling for help at the same time. The men, immediately overpowered her, tying her hands with handkerchiefs and gagging her by winding a towel around her nose and mouth. Also sleeping in the room were a niece and a small lad, both of whom were also tied and gagged. The shouts for help were apparently heard by two small boys, also in the house, but they did not have courage to give the alarm. It was not until about an hour later that other elderly occupants of the house were awakened and gave the alarm.

HOSPITAL SHIP LEAVES.

THE MAINE GOES TO WEIHAWEI.

A notable absentee from the harbour to-day is the hospital ship Maine which has been sent up to Weihaiwei. The P. and O. Assaye, which was converted into an ambulance ship at Kowloon Dock, has also gone north, her destination being Shanghai.

These movements are in connection with developments in the China situation. While there was danger to Shanghai the Maine and Assaye were kept in Hongkong so that they could be sent North at short notice in case they were needed. Now that war operations have moved farther north it has been deemed advisable to send the Maine to stand by at Weihaiwei and the Assaye to Shanghai.

The Maine, the only vessel of its kind under the control of the Home Government, arrived in Hongkong on March 4th and has remained here since that time. The Assaye brought out the Green Howards and half the General Hospital Staff. After the troops had been disembarked she went into dock for conversion. Recently she has been lying in the fairway at the Western end of the harbour.

At the moment there are very few warships at the buoys in the men o' war anchorages, this being due to the fact that some are out on exercises while others are in dock.

BIG MATCH COMBINE.

BRYANT AND MAYS AND SWEDISH CONCERN.

London, July 9.

It is announced that Messrs. Bryant and Mays, Limited, and the Swedish Match Company have arrived at a provisional agreement with the object of securing identification of their interests in the British Empire and elsewhere than Asia, and making reciprocal arrangements in other parts of the world.

The agreement provides for the formation of a new company to acquire the ordinary shares of Bryant and Mays and the interests of the Swedish Match Company all over the British Empire.

The capital of the company will be £6,000,000, in pound sterling shares.—*Reuter.*

ROYAL TOURISTS.

RECEPTION AT WEST-MINSTER.

London, July 8. Many Ministers and ex-Ministers, together with members of both Houses of Parliament, and several members of the Dominion Parliaments, were present at a reception given in Westminster Hall to-day by the Empire Parliamentary Association to meet the Duke and Duchess of York, on their return from their recent tour.—*British Wireless.*

A RACE ACROSS THE ATLANTIC?

LEVINE ISSUES CHALLENGE TO BYRD.

CHAMBERLIN IN ENGLAND.

London, July 8.

The trans-Atlantic fliers Chamberlin and Levine flew from Paris to Croydon in the "Miss Columbia."

The former on arrival hugged his aged mother and baby nephew. Chamberlin was officially welcomed by the Civil Aviation Department of the Aero Club, but will stay with his mother, who had not seen him for seven years.

The Municipality of Wembley, where his mother lives, is giving a dinner to the airmen.

Re-Crossing.

The aeroplane also carried Drouhin, the French pilot who is shortly to attempt the Paris-New York flight with Levine in the "Miss Columbia."

Challenge to Byrd.

Levine's arrival was unexpected, in view of rumours of a disagreement between him and Chamberlin regarding Levine's challenge to Comdr. Byrd to race back across the Atlantic.

Apparently Levine associated Chamberlin's name in the challenge, which Chamberlin has repudiated, as he does not intend to fly back.—*Reuter.*

Reception at Croydon.

London, July 8. Chamberlin and Levine, who a month ago flew the Atlantic together, landed at Croydon this afternoon from Paris in their monoplane.

They were escorted across the Channel by two Imperial Airways machines, and were received at the aerodrome by Air Ministry and Royal Aero Club representatives.

Chamberlin's English relatives live at Wembley, and his mother was among those at the aerodrome to meet him. Wembley is giving him a civic banquet to-night.—*British Wireless.*

REWARD FOR DR. HINDLE.

FOR TROPICAL DISEASE RESEARCH.

London, July 8.

Dr. Edward Hindle has been elected to the Beit Senior Fellowship for research in tropical medicine, of a value of £1,000 for five years, in respect of the subject of "Spirochaetosis, with special reference to the causation of yellow fever."—*Reuter.*

[Dr. Edward Hindle, Ph.D., F.R.S., etc. has been during the past two years employed in the Kala-azar Commission's research work in North China. He is one of the most distinguished Anglo-American biologists of the day.]

MR. HENRY FORD AND JEWS.

APOLOGY FOR ASPERSIONS.

New York, July 8.

The *New York American* says that Mr. Henry Ford has issued an apology for any aspersions on Jews in his paper the *Dearborn Independent*.

He has disclaimed all knowledge of the details thereof, and has ordered a discontinuance of the same.

Still Independent.

The paper states that Mr. Ford has rejected an offer by Mr. Hearst of a million dollars for the *Dearborn Independent*.—*Reuter's American Service.*

LABOUR PARTY'S LOSS.

POST-OFFICE WORKERS SECEDE.

London, July 8.

The Union of Post Office Workers has ceased to be affiliated to the Labour Party.—*Reuter.*

NAVAL OPTIMISM.

A BETTER OUTLOOK AT GENEVA.

DIFFICULTY DISCUSSED.

Geneva, July 8.

Mr. W. C. Bridgeman told journalists that he was more hopeful regarding the outcome of the naval discussions.

Many points had been settled, and he was confident the conference would go farther.

He admitted that cruisers were the greatest difficulty. "Our object is to facilitate the adherence of France and Italy. We cannot surrender our right to live, nor deny that right to others. If our proposals are accepted, there will be a saving of a million sterling in capital ships and half a million in cruisers."—*Reuter.*

How to Save.

London, July 8. Mr. Bridgeman, the First Lord of the Admiralty, in a statement today to a journalist attending the Geneva Naval Conference, said in regard to the breakdown rumours that he was more hopeful to-day than a week ago.

With the goodwill of everyone concerned, he was sure that the results already obtained would prove useful, and that a step forward was possible, even as to capital ships. He maintained that the only way of preventing competition and reducing armaments was to limit the size of vessels in all categories, because every nation would always build up to the maximum size.

In the same way, the offensive power of the navy could only be reduced by decreasing the size of ships and their guns. If the British proposals were accepted, they would mean a saving of one million pound sterling on the cost of each battleship, and half a million on each cruiser.—*British Wireless.*

Powers' Proposals.

Geneva, July 8. A communique states that the executive committee of the Naval Conference to-day considered the provisional recommendations of the technical committee, and further consideration was adjourned to July 9.

The recommendations are embodied in a lengthy document issued with the committee, and signed by Admiral Field, chairman of the committee.

The proposals of each delegation are given. They embrace cruisers, destroyers and submarines. With regard to cruisers, the American delegation indicate certain modifications in their original proposal, which they are prepared to consider in the light of the proposals by the other Powers.

The Japanese have made no proposal with regard to the total tonnage of these vessels, but are ready to reduce the maximum tonnage of cruisers to 8,000, provided they are permitted to carry 8-inch guns.—*Reuter.*

U.S. Parity Not Disputed.

Geneva, later. Mr. Bridgeman declared that Britain had been compelled to build big cruisers since the war because others did so. He emphasised it was not in Britain's interest to build more than she required, and declared America's right to naval parity with Britain.

Japan's Interest.

The Japanese made no proposals with regard to the total tonnage of destroyers. With regard to submarines, the recommendations deal with two types, ranging from 600 to 1,800 tons, with five-inch guns, and an age limit of thirteen years.

The proposed age limits of warships only apply to vessels of all classes laid down since August 17, 1923, the date of final ratification of the Washington Treaty.

The American delegation stated that their agreement with the recommendations would be conditional upon decisions being reached with regard to the total tonnage limitation and age categories of warships, and the methods of providing transition from the *status quo* to the ultimate status contemplated by the Treaty.—*Reuter.*

TO-DAY.

Dollars on demand 1/11.15/16
Lighting-up 7.11 p.m.

JAPANESE REPORT DENIED.

NQ U. S. MARINES FOR TSINGTAO.

LEGATIONS MYSTIFIED.

Shanghai, June 8.

Hitherto there is no confirmation of the Japanese semi-official message broadcasted throughout the Far East, announcing the landing of American Marines at Tsingtao. The United States Legation and military and naval authorities have no knowledge of this.

A Tokyo report that the British are sending a contingent from Shanghai also cannot be confirmed, authoritative sources denying it.

A Tokyo message to-day states that the War Office announces it has again decided to despatch a force of 2,000 men, including a small detachment of artillery, from Dairen to Tsingtao, also 100 military railwaymen and telegraphists from Japan.

Warships at Tsingtao.

A wireless message from Tsingtao states that the situation is quiet, but the proximity of 20,000 Nationalist troops at Chucheng, 60 miles west-south-west of Tsingtao, is causing considerable anxiety.

Fifteen Americans, seven Japanese, seven Chinese, and two Italian warships are at present at Tsingtao, as well as H.M.S. Despatch.—*Reuter.*

Americans Mystified.

Peking, July 8. American Legation officials are mystified by the Tokyo reports that a big American force has been landed at Tsingtao, and point out that the American naval forces at present there are two divisions of submarines, accompanied by the tenders Canopus and Beaver, and the destroyer Pirie, and these are insufficient to furnish a landing force of the size indicated.

A naval party did go ashore, but it is believed only as a Consular guard.

Japanese at Tsinanfu.

Five trainloads of Japanese troops arrived at Tsinanfu on Thursday evening.—*Reuter.*

MORE TREACHERY.

Further Gain for the South.

Shanghai, July 8. Owing to the defection of General Chen Yi-yen, who until recently was a supporter of Marshal Sun Chuan-fang but has now turned over to the Nationalists, the situation at Tsingtao is uncertain.

There is nothing to report from the Yangtze ports.—*Naval Wireless.*

SACCO-VANZETTI SENTENCE.

U.S. WORKERS' PROTEST.

New York, July 8.

Approximately half a million workers participated in an hour's strike as a protest against the death sentence on Sacco and Vanzetti.

The police broke up a meeting of fur workers, and arrested half a dozen.—*Reuter's American Service.*

AMBASSADOR RESIGNS.

U.S. REPRESENTATIVE IN MEXICO.

Rapid City, July 8.

The United States Ambassador to Mexico has resigned.

It is stated that he returned to his post a year ago against his own wishes, at the request of President Coolidge.—*Reuter's American Service.*

C. N. C. STRIKE.

SAILINGS FROM SHANGHAI.

Shanghai, July 8. The following Butterfield and Swire's ships are sailing to-day: the Poyang for Yangtze ports, the Shantung for Hongkong and the Tungchow for Tientsin.—*Reuter.*

Bulls and Inners

From the Office Butts.

Evidently the lady who had a legal brush with her portrait painter found he could use it to advantage.

The week's puzzle: Fined the volunteer.

The new Chinese policy seems to comprise Wu-ling the Soviet.

One thing about Chinese war chests, they never seem to swell.

So far, there has not been a Sino-O' Soviet entente.

At least, these battalions will go home with a sound musical education.

These cigarette controversies can only end in smoke.

Another Chinese General has gone over to the enemy. He seems to have met with a big cheque.

At least one member of the Defence Corps rose to the occasion.

There is no truth in the rumour that the Baseball Association has asked the Attorney General to draw up a code on "Illegal Strikes and Blank-Outs."

These Kowloon dog-fights remind one that the best remedy is to act on the old motto: "Cave cane em."

Last week-end, Tai-po bowlers entertained their Metropolitan brethren. Otherwise, crime in the district is normal.

It is reported that another round-up of "Reds" has taken place at Canton. It looks as if the Chinese have started dabbling in politics again.

How much do you know? "Who was Violet Ray and why did she do it, the hussy?"

So strenuously is this boycott being carried out on the Delta that we hear of a patriot who refrained from shooting a pirate because his revolver was made in Japan.

Perhaps the gloomiest traffic suggestion to hand this week is that an underground be made under Des Voeux Road just at the Hotel Corner.

One of the reasons why the Chinese as a nation have no traffic sense is probably accounted for by the fact that our C.S.P. was only born some years ago.

It is suggested that some of these traffic cops should be firm in a nice way. How about sprinkling a drop of Eau-de-Cologne on their truncheons.

Household hint: In order to avoid hurting one's thumb when driving a nail, hold the hammer with both hands.

Talking of lines, probably our C.S.P., having regard to certain types of the new and perky generation, is moved to repeat with the poet the line: "Oh, for the smack of a vanished hand on the place where the spank ought to be."

After all, it did not prove a very grilling enquiry.

The Pan-Pacific Union gives the name "Showa" to what it terms the era of enlightening peace. We might become encouraged if it could show a bit more in the way of results.

To-day's motoring hint: In order to avoid street accidents, sell your car.

These six wheelers are all right as they go but why doesn't the Army use tanks this hot weather.

To improve business between Canton and Hongkong more peace-work is necessary.

A local shop announces the arrival of "some of our new frogs." Our natural history expert states that, but for the spelling, the reference is seasonal.

This week's cinema sub-title: "You'd get shell-shock splitting an egg."

This week's stray bat from the belfry: "Where can a man buy a key for a lock of hair?"

A gentleman boarding the one a.m. ferry last Saturday thought he saw a friend (or friends), but in order to make sure, he bowed twice.

Despatches from the Tai-po front indicate that the mosquito war is still raging. So are the experts.

The high price of fruit is probably explained by the fact that one can steal up to 25 cents worth without committing a punishable offence.

These six wheelers are not nearly so upsetting as some of our buses.

The trouble about the dogs of war in China is that they keep having puppies.

This heat is terrible. We saw a tourist the other day photographing the ruins of the Hong-kong Hotel in the hope that it was an ancient castle.

There is stated to be a marked increase in the number of Kowloon ferry passengers who travel without paying their fare. This is ascribed to the growing local belief that it is the more economical way.

A Christmas Box fund will be opened shortly for the benefit of ships' officers.

"Her hobby is animals—especially dogs and wild things" states a contemporary of a visiting actress. It should be pointed out, however, that lounge lizards and lap dogs are usually tame.

In most cities, pedestrians have to mind their "P's and Q's"—But Hongkong has decided to go one better and dot their eyes!

A local gentleman advertises for one hundred used golf balls. We trust that the Traffic Department will duly note this glaring example of premeditated furious driving.

Auntie Caustic says when a man forgets to ask his wife if she needs any money, it is a sign the honeymoon is over.

It is understood that the Jockey Club has made a considerable cash sweep this past season.

C.N.C.: Can Not Co-operate.

That which is gilded is not always golden.

It naturally follows that a B. and S. is somewhat spirited.

New types of prams are advertised under county names. The kids will no longer be Suffolk-ated.

Two members of the local circus are to be married. There are other amusing items remaining on the programme.

Many a laundering amah is a washout.

Another bat from the belfry: "Will a vehicular ferry make a motor car lighter?"

Many bathing suits are bought but few are soaked.

In this shipping "strike" there may result many "Home runs."

If one has to eat a biscuit to "Get that Peak feeling," we wonder what a Peakite has to eat to get that Kowloon feeling!

If it had not moved, the hairy caterpillar which reposed on a lady's neck in the Peak tram the other day, might have been taken for the latest fashion in furs.

What about an Amah-ed car section for some of these would-be Volunteers?

With the development of the Noctovisor, another secret has been baird.

America is a country where murder trials are covered by sports writers.

Despite recent progress in aviation the world is not yet safe for aviators to be blessed.

In Hongkong the mail is usually late; elsewhere it is the female.

Bot with British money and help the Empire.

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GOOD VIANDS
GOOD MUSIC

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10 Wyndham Street,
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CHINA WAR.

HANCHUANG RECAPTURED.

Peking, June 8.
Chang Tsung-chang has telegraphed to the Peking Government officially claiming that he has recaptured Hanchuang at the junction of the Grand Canal and the Tientsin-Pukow railway and is pressing on toward Hsuehchowfu.

The latter is Chiang Kai-shek's main base for all operations against Peking.

Chang Tsung-chang also claims that the insurrectionists at Tsingtao wherein the Northern garrison declared for the Southerners have been quelled and the Northerners are again in control of Tsingtao.—*Reuter.*

Commander's Treachery.

Shanghai, July 8.
News from Tsingtao continues to be very sparse but trustworthy reports show that General Chen Yi-yen, commander at Kiaochow turned pro-Nationalist on the 4th and marched on Tsingtao, but was held up by the Commissioner of Defence of Tsingtao at Chenyang, twenty-five miles northwest of Tsingtao after moderate night fighting on the 6th and 6th, after which Chen Yi-yen discontinued his advance fearing that Chang Tsung-chang from Tsinanfu, maddened by Chen Yi-yen's defection would attack the latter's rear guard.

The situation at the present time is quiet but there is considerable anxiety locally owing to the proximity of 20,000 Nationalist troops at Chucheng, sixty miles west-south-west of Tsingtao.—*Reuter.*

OFFENSIVE RENEWED.

Shanghai, July 8.
General Feng Fu-hsing reports to Nanking that his army resumed offensive against the Fengtienites on 5th. The entire army will be sent across the Yellow River on the 15th. General Feng also reports that his vanguards on the northern bank of the Yellow River together with the civilian armed corps have captured eight of the districts of Taimingfu, an important prefecture in Chihli province.

Another telegram from General Feng claims that the warfare in Western Honan has been brought to an end. All the former Wu Pei-fu troops there have been disarmed and brought under control, according to General Feng's telegram. Generals Yu Hsueh-chung and Chang Luen-shing formerly commanders of the Wu Army have both accepted Nationalist appointments.

General Yo Wei-chun, commanding one of Feng's army, has arrived at Hsiangyang with four divisions on his way to join the Hankow expedition.—*Wah Kiu Yat Po.*

TONNAGE DUES INCREASED.

NANKING GOVERNMENT IMPOSES SURTAX.

Shanghai, July 8.
The Nanking Government is imposing from the 11th a surtax amounting to half the existing customs tonnage dues. Hitherto these have amounted to 1.2 taels per ton annually on vessels of more than 150 tons and were collected by the customs in accordance with the 29th article of the Tientsin Treaty of 1858.

The purpose of the tax was the financing of the lighthouse buoys and other aids to navigation on the coast and the rivers of China. The revenue was approximately 2,500,000 taels and was ample for the purpose.

The reason for the 50 per cent increase is not stated. The General Chamber of Commerce is lodging an urgent protest, pointing out that owing to chaotic conditions in China shipping has suffered extreme depression for many years past and is unable to bear this additional burden, which it says is contrary to treaty rights.—*Reuter.*

NANKING LOOT?

A COURT SEQUEL TO THE OCCUPATION.

In the Shanghai Provisional Court on Monday, before Judge Liang, there was a further hearing of a case which arose out of the occupation of Nanking by the Nationalist troops and the subsequent looting of foreign property by the advancing southern forces.

It will be remembered that three motor cars arrived in Shanghai from Nanking and that, as a result of police investigations, two of these cars were later identified as being the respective property of Mr. F. C. Jordan, manager of the British-American Tobacco Co. Ltd., and the company. At that time four men were arrested, one of whom was the son of General Chang Hui-chien, Commander-in-Chief of the first southern army to occupy Nanking. The four men subsequently were brought before the Provisional Court. Three of them, (including the General's son) were acquitted, and the fourth, one Dzeng Tshangchih, was held in custody.

On Monday morning, the remaining defendant stood in the dock charged with receiving stolen property. Mr. E. T. Maitland prosecuted on behalf of the police and the defendant was represented by Mr. C. H. Chang.

The defendant said he was a member of the Intelligence corps attached to the Nationalist forces. He said that the chief-of-staff had instructed him on April 10 to bring three motor cars to Shanghai for the purpose of being repaired. The general said that the cars probably had owners. The soldiers said that the cars had been taken from the enemy.

Counsel for the defence—Had these cars been stolen?—Surely not stolen.

One for the General.

Witness went on to say that there was no garage in Nanking at which the cars could have been repaired, so they were brought to Shanghai. Witness was questioned at length and in long rambling statements said that he did not bring Central bank notes to Shanghai as they were not negotiable there.

Cross-examined, witness insisted that, as far as he knew, there were no repair shops in Nanking. The motor cars were taken from the enemy because when defendant left Canton, his division had no cars. He was a native of Anhui and had lived in Canton for a number of years; since 1923. He did not know to whom the cars belonged and did not care.

Mr. Martin:—How many cars did you bring to Shanghai?—Three.

Mr. Martin:—Did they all have to be repaired?—Yes.

Mr. Martin:—When you arrived with the cars in Shanghai, what did you do?

Accused:—One car belonged to the 13th division, one was for the general and one for the chief of staff.

Where the Cars Were Stored.

Accused was questioned at great length by H. M. Consul's deputy and eventually said that he did not have enough money to have the cars repaired and intended to return to Nanking to take further instructions regarding repairing and painting of the cars. A pass was produced which purported to authorize defendant to take three cars and a bicycle to Shanghai. This pass had been given to defendant by the chief-of-staff with verbal instructions.

Mr. Martin:—When you arrived in Shanghai, what did you do with the cars?

Accused:—One was placed in the Shanghai Horse Bazaar and the other two were housed in a building near the General Omnibus Co's bus garage. This was done on the advice of a friend.

Soldiers in Cars.

After considerable questioning it was ascertained that accused had received \$120 (Shanghai currency) before leaving Nanking but before arriving at Shanghai had spent all

POLICE CLERK'S COMPLAINT.

FIFTY DOLLARS PICKED FROM POCKET.

Before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon, a Chinese was charged with picking the pocket of a clerk of the Yau-mai Police Basin. The defendant later issued summonses against the complainant and his two brothers for assault.

Mr. L. D. Turner represented the three brothers and Mr. D. McCallum appeared for the original defendant.

Opening his case, Mr. Turner said that the complainant went to his mother on the evening of June 28 and told her that he desired to entertain some friends. He was given a \$50 note. With a party of friends and his two brothers he went to dine at the Chung Kwong Restaurant and a witness was called to say that after partaking of the meal one of the friends insisted on paying for the dinner and the bill was not paid by the complainant as he had intended.

The party broke up and in the early hours of the following morning the three brothers were returning home when the complainant who was walking ahead of the other two brothers passed the defendant who putting his hand in to the complainant's breast pocket extracted the \$50 note. He was chased and caught hiding in the entrance of a staircase. The note was found in the defendant's hand.

He struggled violently and it was possible that certain amount of violence probably more than necessary was used by the brothers in holding the defendant.

Mr. Turner pointed out that summonses against his clients were not taken out until six days later. The case was adjourned.

this and had been compelled to borrow a further \$30.

Judge:—Did you ask the Horse Bazaar to accept Central bank notes?

Accused:—No. I knew that they could not be used here.

Later, accused said that he did not have any Central bank notes with him on this occasion but on a previous visit to Shanghai when his mission was to buy flash lights, he found out that Central bank notes were not accepted by merchants in Shanghai. Accused had seen the soldiers in Nanking using the cars in question.

Counsel submitted that accused, being a member of the intelligence corps, must have known that the cars had been stolen by the soldiers of General Chang Hui-chien. Accused had told an extraordinary story about the Horse Bazaar and the money he had in his possession. Further, the cars were not in need of repair. As a matter of fact, the two cars were now being used by the B.A.T. Co. and it had never been necessary to effect any repairs. Having regard to all the evidence, it was clear, submitted counsel, that accused knew that the cars were stolen property.

Argument for Defence.

Counsel for the defence said that in a case of this sort involving the receiving of stolen goods it was for the prosecution to produce direct evidence of guilt. There were two points which had to be considered. Firstly, Were the cars stolen property and, secondly, did the defendant know that the cars were stolen and that they were obtained unlawfully?

Counsel submitted that no proof whatsoever had been produced by the prosecution on these two points. Counsel then reviewed the evidence at length and in conclusion submitted that the prosecution had not made out their case.

The defendant had received definite instructions from General Chang Hui-chien or his staff to bring the cars to Shanghai and had produced those instructions to the court. Further, the Chinese police station at Nanking had despatched a telegram to the court on the subject. Counsel asked the court to find that accused was not guilty of the offence with which he was charged.

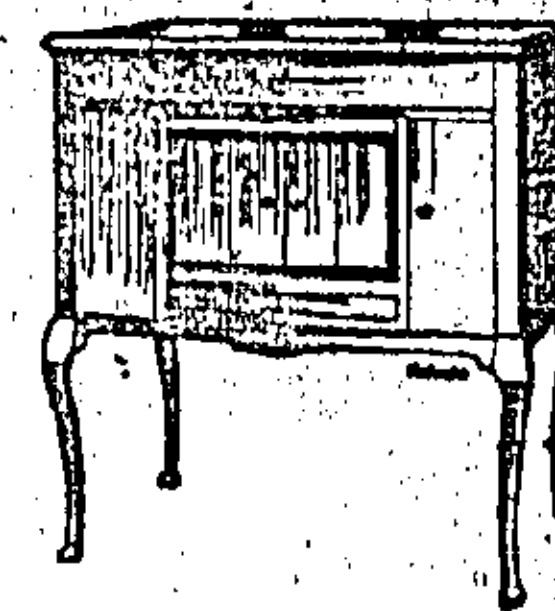
The case was adjourned.

The Viva-tonal Columbia

CONSOLE MODEL (HORIZONTAL GRAND)

THIS Console model has become the accepted standard in style and value of this new popular type.

The Anderson
Music Co., Ltd.
St. George's Building.



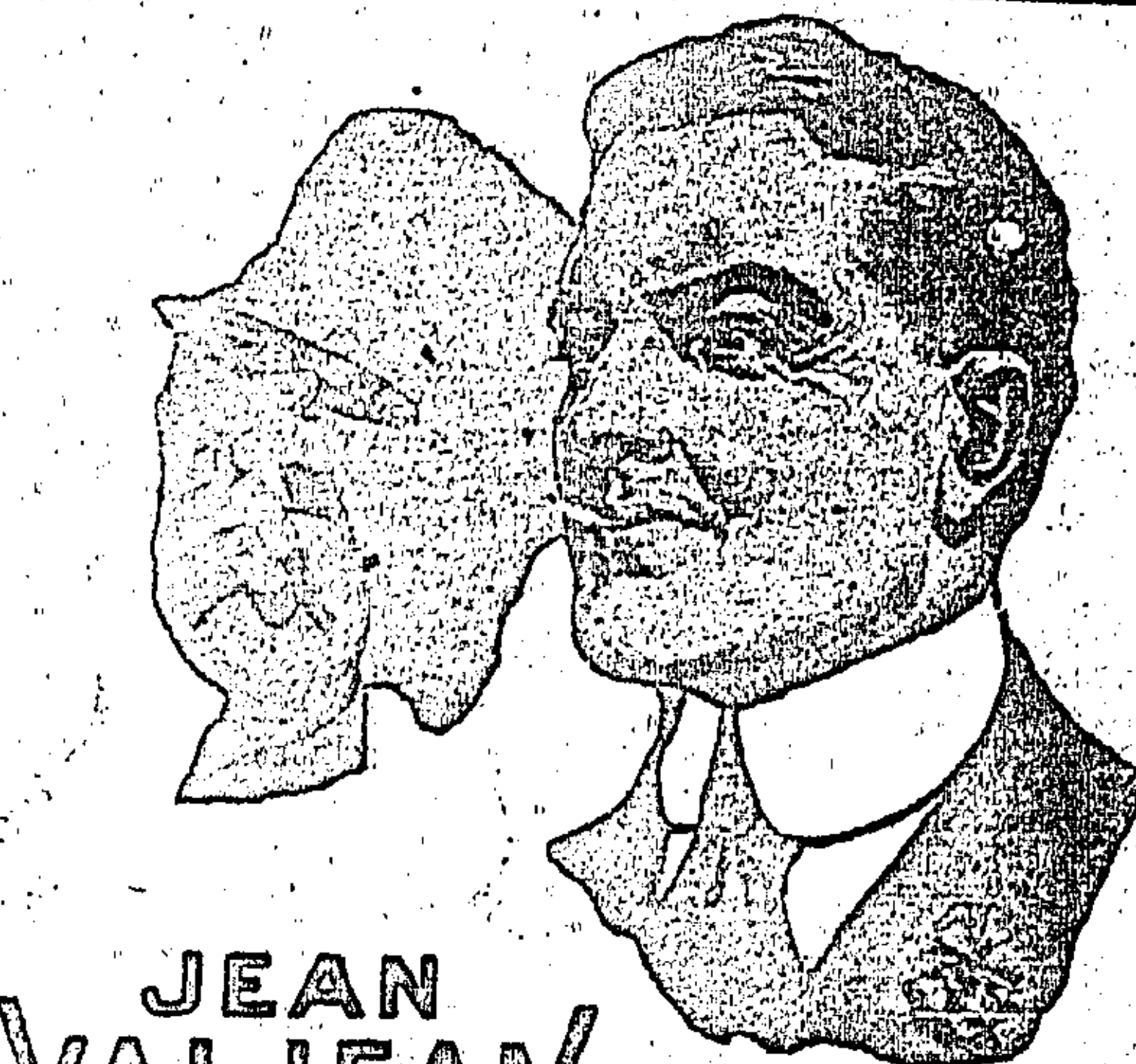
Smoothtop
Gas Range
THE GOOD
COOK'S
SECRET.

Lies in Being Just
Right about Every
thing and Especially
about the Heat.

A LITTLE TOO LITTLE OR A LITTLE TOO
LONG MEANS THAT THE TASTIEST DISH
GOES WRONG.

Only a GAS COOKER gives him complete and
immediate control over the heat for Every dish.

HONGKONG & CHINA GAS CO., LTD.



JEAN
VALJEAN—
"Truly a Cigar"

TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

Lung trouble

can often be avoided by the timely use of SCOTT'S Emulsion which is widely prescribed in all affections of the throat and chest. Ask for



**SCOTT'S
Emulsion**
The protector of life

SALESMAN SAM

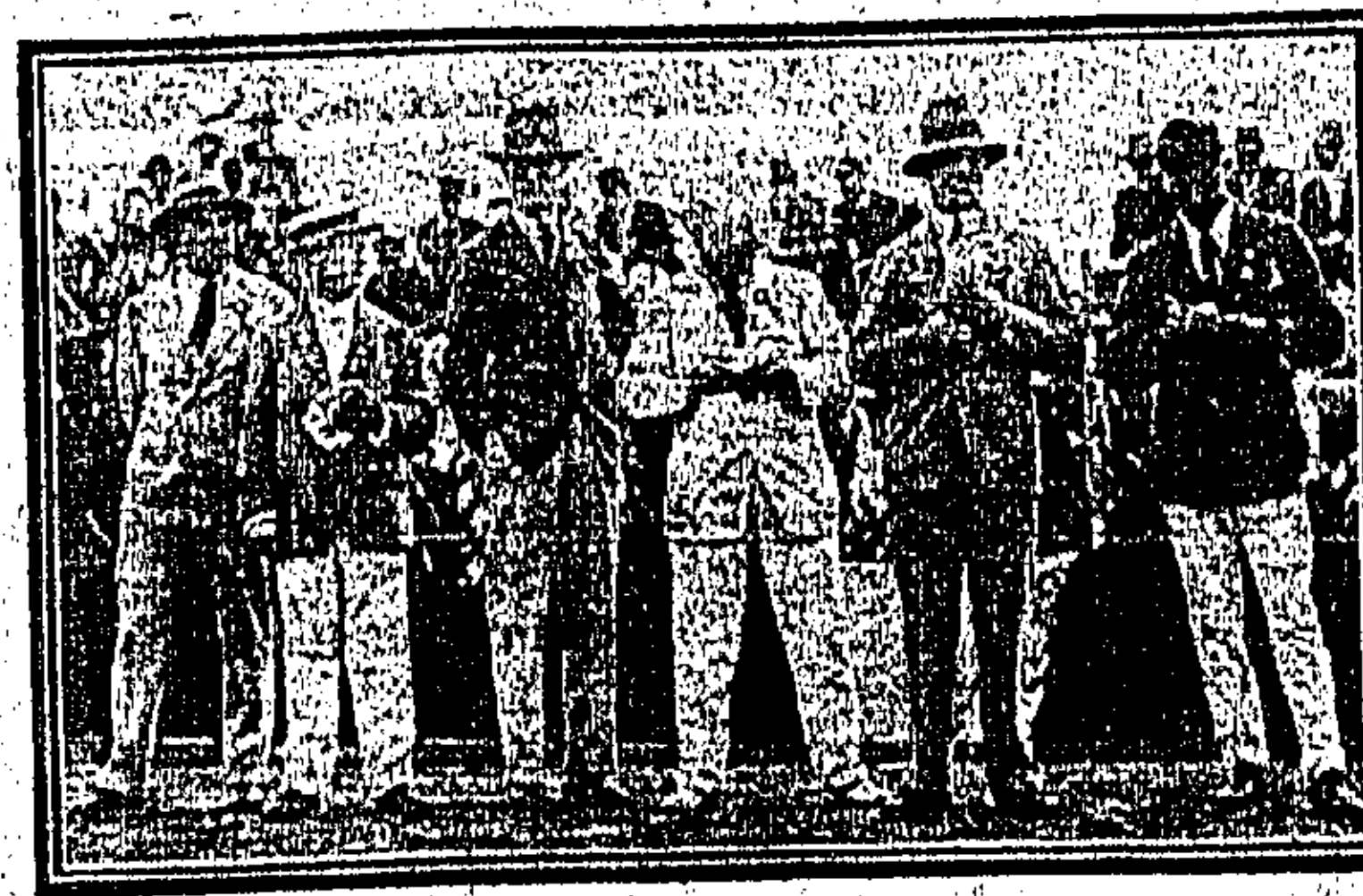
They Should Be!

By Small





Group photograph taken at the wedding of Mr. Ngan Sing-kwan, managing director of the China Motor Bus Company, and Miss Rose Yick Mui-wong, daughter of Mr. and Mrs. Wong Ping-shun.



Six of the judges, snapped at the International Track and Field Meeting held recently in Shanghai.



Mrs. S. M. Edwards, wife of the Vice-President, presenting prizes at the Shanghai International Track and Field Meet.



Bowling enthusiasts photographed at Taipo last Sunday, when they were the guests of Mr. T. H. G. Brayfield. The Taipo bowlers defeated the Metropolitan discus throwers.



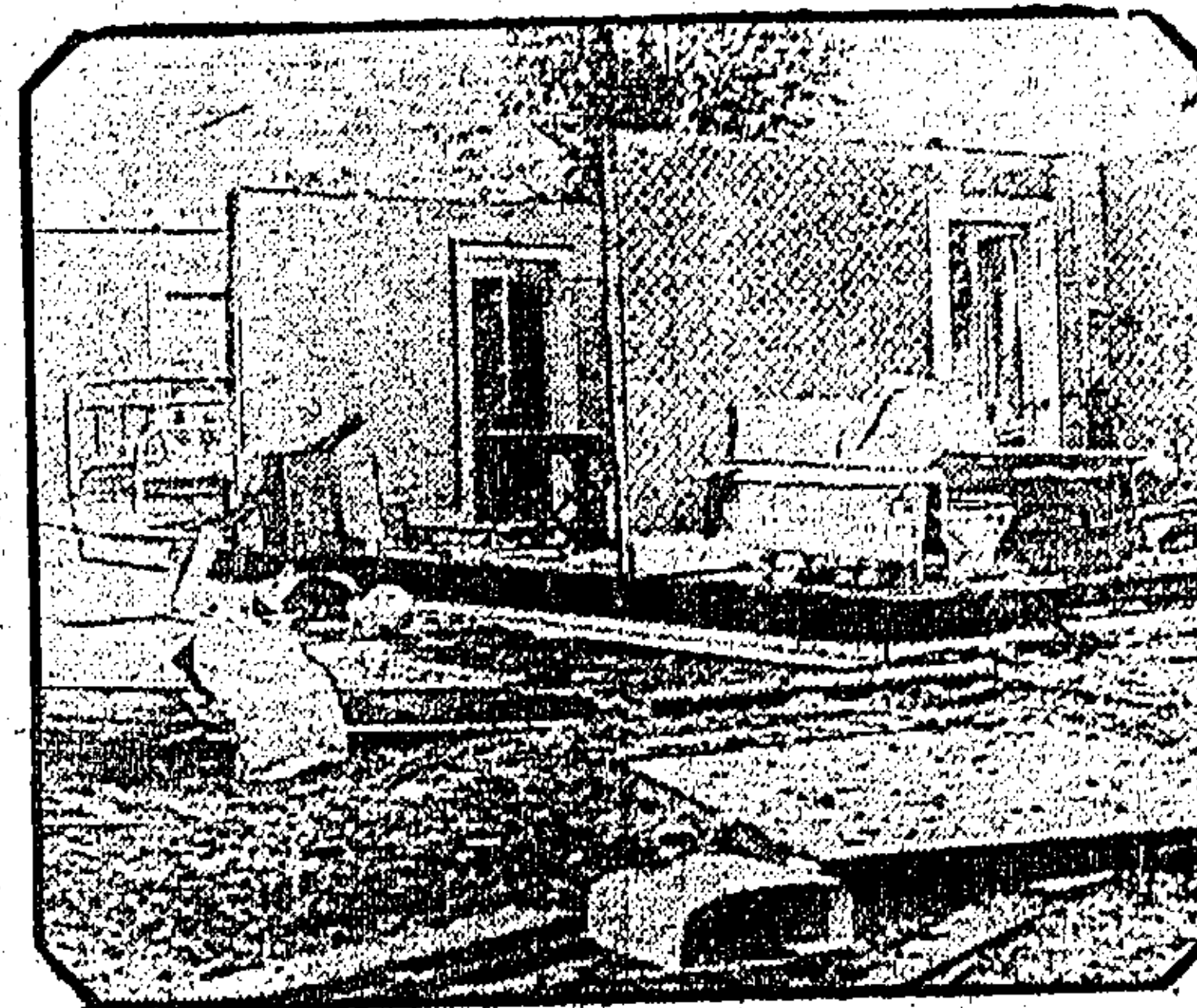
More than sufficient rain fell in Shanghai last week, resulting in deeply flooded streets. The water did not seem to disconcert the Chinese, who merely rolled up their trousers and splashed through.



A splendid illustration of some of the difficulties through which motorists in Shanghai were forced to go during the recent floods in part of the French Concession and International Settlement, when high tides and heavy rains put some of the streets under water. Several motorists were caught in the floods and had to leave their cars or have them pushed out by hands of coolies.



Mr. William McPherson Marshall and Miss Robina Wilson McMurtrie Macgregor, both of Dumbarton, Scotland, who were married recently at Union Church, Shanghai.



A tornado at Garland, Texas, lifted this house from its foundation and carried the building 100 feet. The family escaped injury in their wild ride through the air by huddling beside the trunk pictured above near the bathtub.

K Shoes
with Crepe rubber soles

THE IDEAL SHOE FOR GOLF OR WALKING

The circular holes in the outside layer of rubber give a firm suction grip, and also help to prevent the tough crepe rubber from spreading.

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH
& Co., Ltd.
MEN'S WEAR SPECIALISTS
Alexandra Building. Des Voeux Road.

KING'S BIRTHDAY CELEBRATIONS.

OVER FIFTY EXCELLENT PHOTOGRAPHS INCLUDING PANORAMIC VIEW. NOW ON SALE

MEE CHEUNG.

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

THE SEASON'S

Bathing Caps and Shoes have arrived.

An early purchase is advisable.

Latest Styles, Moderate Prices

THE COLONIAL DISPENSARY
14, Queen's Road, Central Tel.

ASAHI BEER
Special Brewed for Export

DAI NIPPON BREWERY CO., LTD.
TOKIO JAPAN

Sole Agents.
MITSUI BUSSAN KAISHA, LTD.
HONGKONG.

WHITEAWAYS

LUSTRE HANDKERCHIEFS
for Ladies

Obtainable only from
WHITEAWAY, LAIDLAW & CO. LTD.

BOX OF 6 HANDKERCHIEFS STANDARDS VALUE **\$2.50**

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

"THE LUSTRE" HANDKERCHIEF of excellent fine quality lawn with assorted coloured borders made up in boxes of six. This Handkerchief has proved to be a wonderful value and can be thoroughly recommended either for own use or to give as present. Always insist on having the best value at the lowest price and "The Lustre" Handkerchief is the only one to buy.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50, if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 163, 174, 191, 194, 208, 216, 226, 228

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.857.

WANTED.

WANTED. — Wardrobe Trunk, must be in good condition. Apply Box No. 237, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE. — SEXTANT, equal to new. Only \$30. Apply Box No. 223, care of Hongkong Telegraph.

PREMISES TO LET.

TO LET. — One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET. — Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

BACHELOR MESS. — Vacancy in quiet mess on Peak. Apply Box No. 232, care of "Hongkong Telegraph."

TO LET. — From 1st June, furnished flat at Mount Kellet, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

TO LET. — Ground floor three roomed flat in Prat Buildings, with Flush and Sanitary Conveniences. Apply to: Spanish Dominican Procuration.

COMMERCIAL OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4690.

TO LET. — European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET. — SHIPPING OFFICES in Connaught Road, Central, Nos. 16, 18 and 19, ground floors; Nos. 16, 17 and 18, first floors; Nos. 15 and 16, second floors; Nos. 15, 16, 17, 18 and 19, third floors. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.

42, Wellington Street. Tels. C.605 and 3237.

NEW ADVERTISEMENTS.

EX-ACTIVE SERVICE MEN'S ASSOCIATION, (1914-1918).

BATHING PICNICS.

The regular Bathing Picnic of the above Association will be held to-morrow (Sunday). Launch will leave Queen's Pier at 3 p.m. sharp and the trip will probably be to Silver Mine Bay.

NOTICE.

I, the undersigned, hereby give notice that I shall, as from August 1st, 1927, continue to practice in my own name at my present address.

A. G. HEWLITT, L.R.I.B.A., Architect & Surveyor, 17, Queen's Road C.

INDO-CHINA NAVIGATION COMPANY, LIMITED.

The Forty-Sixth Ordinary General Meeting of the Company will be held at the Office of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong, on Monday, the 25th July, 1927, at 11.00 a.m. for the purpose of receiving the Report of the Directors, passing the Accounts and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 18th July to 8th August, 1927, both days inclusive.

By order of the Board.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 24th June, 1927.

CHURCH NOTICES.

St. John's Cathedral, Hongkong, July 10th, 1927. 4th Sunday After Trinity. Holy Communion, 8 a.m. Choral Matins, 11 a.m. Preacher: Rev. H. Copley Moyle. Evensong, 6 p.m. Preacher: Rev. W. R. Cannell. A Social Gathering will be held in the Cathedral Hall after Evensong Music & Light Refreshments. Thursday Holy Communion of the Women's Guild 10.30 a.m.

Wanchai Wesleyan Methodist Church, Queen's Road East opposite Naval Hospital. Sunday, July 10th. Services 10.15 a.m. 6.00 p.m. Preacher: Rev. J. C. Knight. Anxiety, Subjects, Morning: "Moral Jerks." Evening: "Looking Ahead." Sailors and Soldiers' Home, Arsenal Street. Sunday, 3.00 p.m. Bible Class conducted by Mr. A. J. May. Sunday, 8.15 p.m. Chaplain's Hour. Thursday, 8.00 p.m. Fellowship Meeting. Saturday, 8.00 p.m. Prayer Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Sacrament." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open: Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.

CONSIGNEE NOTICE.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The Motor Steamship, "DANMARK"

having arrived. Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 16th of July 1927, 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Asho on the 14th of July 1927, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 19th of July, 1927, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by,

JOHN MANNES & CO., LTD. AGENTS.

Hongkong, July 8, 1927.

MRS. SEKAI MASSAGE

2nd Floor, 2, Duddell Street, Hongkong.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGE.

Mr. E. V. M. R. de Sousa has received instructions to sell by Public Auction,

on MONDAY,

the 18th day of July, 1927, at 3 o'clock in the Afternoon

At the China Auction Rooms, 4, Duddell Street, Victoria, Hongkong.

THE VERY VALUABLE LEASEHOLD PROPERTY.

Situate at Yaumati in the Dependency of Kowloon and Colony of Hongkong and being Sections A and B, The Remaining Portion of Section C and The Remaining Portion of Section D of Kowloon Marine Lot No. 49.

IN ONE LOT.

The property has a total area of 338556 Square Feet or thereabouts of which the area of 88085 Square Feet or thereabouts has been built upon and is covered by 111 houses and the rest consists of vacant land.

The 111 houses erected on the property are all newly built four storied Chinese shops or dwelling-houses and are known as Nos. 501 to 561 (odd numbers). Canton Road and Nos. 1 to 80 Wai Ching Street, Yaumati aforesaid.

The vacant land consists of five pieces of ground one abutting on the Harbour with a frontage of 660 feet and an area of 213810 Square feet or thereabouts, two abutting on a new street with areas approximately of 12733 Square feet 17490 Square feet or thereabouts respectively and the remaining two abutting on Wai Ching Street with areas approximately of 3219 Square feet and 3219 Square feet or thereabouts respectively.

Further particulars and conditions of sale may be obtained from a Plan of the property may be inspected at the office of

Messrs. DEACONS,

1, Des Voeux Rd. Central, Vendor's Solicitors or

Mr. E. V. M. R. DE SOUSA, The Auctioneers.

"APPETISERS."

At this time of year, when everybody feels more or less jaded and out-of-sorts, there is a tendency to stimulate the enfeebled appetite by means of cock-tails, "aperitifs" and unaccustomed foods. The result is that the judicious use of a laxative at intervals is more essential than ever, so that the digestive tract may be cleansed and kept in good working order. Pinkettes are superlatively good for this purpose. Not only do these dainty little laxatives ensure daily intestinal regularity, but they aid the appetite and digestion, dispel bilious attacks and sick headaches, keep the liver active and the system cool and clean. Chemists everywhere sell. Pinkettes, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

Established 1912.

THE ROYAL SHOE STORE.

Ladies' Dancing and Walking Shoes. also Lizard Skin Shoes



MADE TO ORDER Expert Fit and Good Workmanship.

No. 1, D'Aguilar Street, Opposite Yee Sang Fat Co. Telephone Central 3237.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 12th July, 1927, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Quantity of Household and Office Furniture.

Comprising:—

Hatstand, Wardrobes, Chairs, Tables, Ice Chests, Large Sideboard, Chesterfield Couch and Chairs, Bedsteads, Steel Filing Cabinets, Roll Top Mahogany Finished Desk, Glass Top Table, Typewriter Desk, Spring Chairs, Clothes Hanger, Mahogany and Teakwood Letter Files, Table Fans, Carpets, etc., etc.

And

1 Underwood Typewriter. 1 Royal Typewriter. 1 Herring Hall Marvin Safe. 1 Cabinet Victrola.

Catalogues will be issued.

On View from Monday, the 11th July, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers. Hongkong, 8th July, 1927.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship,

"BENVRAKIE."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 20th instant. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, July 9, 1927.

HONGKONG TIDE TABLE.

From 11th to 17th July, 1927.

Day of Month	Tide	High Water.		Low Water.	
		H.K. Standard Time.	Height.	H.K. Standard Time.	Height.
Mon.	11	5.15	5.1	1.55	1.0
Tue.	12	5.25	5.0	0.35	2.3
Wed.	13	5.34	4.9	2.33	2.8
Thurs.	14	5.42	4.8	3.19	3.3
Friday	15	5.48	4.7	3.99	3.8
Satur.	16	5.54	4.6	4.70	4.3
Sun.	17	6.00	4.5	5.34	4.8

G. R.

ONE THOUSAND DOLLARS REWARD. FRAUDULENT CONVERSION.

On the 6th May, 1927, IU PO LUN, an employee of the KIEN TIJIAN HAN firm of 125 Wing Lok Street absconded from the above address, having on various dates prior to that date obtained large sums of money from the said firm by fraud.



IT IS HEREBY NOTIFIED that a warrant has been issued for arrest of IU PO LUN and a reward of ONE THOUSAND DOLLARS will be paid by the undersigned to any person giving information leading to the arrest and conviction of the culprit.

Reward to be valid for 6 months from July 1st, 1927.

Description. In Po Lun aged 31 years, 5 ft. 4 in. in height, very stout, short-sighted wearing glasses, speaks good English dressed in European clothing, Hongkong Born, parents natives of Pun U District.

(Sd.) E. D. C. WOLFE, Captain Superintendent of Police.

C. I. D. Circular No. 2. Hongkong, 27th June, 1927.

CIVIL SERVICE ONSLAUGHT.

RECRUITING AT FORTY.

The *Woman's Leader*, in the course of an article on the refusal to employ married women in the Civil Service, says:

"The prohibition was made in a spasm of monkish horror at the thought that married women have children, and that if this doom were to overtake a female civil servant special arrangements would be needed to meet the case. The reason given was that in a time of unemployment no Government could put itself into the position of paying a second income to a family already in receipt of one."

"Civil Servants will not face the problems which would follow on allowing their members occasional spells of leaves. Their minds are rooted in the conception of human beings who enter an office at sixteen, eighteen or twenty-one, remain in that office, and perforce the same corner of it, until sixty or sixty-five, and retire without ever having missed a day except their punctual annual fortnight or month. If England to-day is on the brink of ruin, this is the type of idea which has sent her there—product, as it is, of stalescence, age and the terror of poverty."

Vigorous Minds.

"In a vigorous country a man turns from one task to another—all the more freely if he has been successful. A vigorous mind demands fresh difficulties, fresh interests, fresh adjustments. No human being remains at his best after he has left off learning."

"No first-rate man has ever been contented to go on doing the same work all his life. Compelled to do so, he either ceases to be effectively first-rate or puts his interest and vitality into something outside his work."

"There is no minor change which would do more good to the Civil and Local Government Services than that all their officials should be turned adrift for a year at a time and brought into sharp contact with another life and an entirely different atmosphere."

"The good would be doubled, if when he returned, each man were to find himself posted to an entirely different department where he would meet new problems and bring to their solution judgment and experience gathered in a foreign field."

"In the meanwhile those left behind could be reorganising their jobs and their souls."

No Lack of Recruits.

"The curse of all bureaucracies is exactly the people who have thumbed a dozen files or a card-index in one room for so long that the very walls will tell you their brand of tobacco. Of them there will always be enough and to spare: the problem is to create movement, not to suppress it. The truth may very well be that young people are out of place at the desks of government and administration. They should be in the world, testing themselves, adventuring, discovering what life is like."

"Let the Civil Service be recruited at forty, from men and women of proved ability and integrity. There will be no lack of recruits."

The authorities responsible for the Carlisle experiment in licensing have issued a notice declaring that choruses singing on the premises will not be permitted. The public are earnestly requested to maintain this rule. The official explanation of the step is that solo singing, customary in public houses, should not be interfered with by choruses.

POST OFFICE NOTICE

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, province of Yunnan, Canton, Swatow, Kowloon, Macau, Kwongchowwan, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

The parcels post service to Russia in Asia via Japan is temporarily suspended. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

From	Per	Due
Straits	Haruna Maru	July 10
U.S.A., Canada, Japan and Shanghai	Pres. Lincoln	July 10
Manila	Emp. of Asia	July 11
Straits	Novara	July 11
Suez and Straits	Hosang	July 11
Manila	Ixion	July 11
Japan, Shanghai and Europe via Siberia	Pres. Grant	July 11
Straits	Alai Maru	July 11
Japan and Shanghai	Tara	July 12
Suez and Straits	Hakozaki Maru	July 15
Canada, U.S.A., Japan and Shanghai	Perseus	July 17
U.S.A., Honolulu, Japan and Shanghai	Empress of Canada	July 18
U.S.A., Honolulu, Japan and Shanghai	Siberia Maru	July 18
U.S.A., Honolulu, Japan and Shanghai	Pres. Cleveland	July 18
Suez and Straits	Pres. Hayes	July 18
Japan and Shanghai	Adriatus	July 18
Australia and Manila	Aki Maru	July 19
Suez and Straits	Sphinx	July 19
Japan and Shanghai	Mishima Maru	July 21
Straits	Antenor	July 21
Japan and Shanghai	Hakusan Maru	July 21
Straits	Kamo Maru	July 23

OUTWARD MAILS.

For	Per	Date
Fort Bayard	Hydrangea	Sat., July 9, 1.30 p.m.
Shanghai and Europe via Siberia	Danmark	Sat., July 9, 2.30 p.m.
Samshui and Wuchow	Taihing	Sat., July 9, 4.30 p.m.
Swatow, Amoy and Foochow	Hai Ching	Sat., July 9, 5 p.m.
Haiphong	Mingsang	Sun., July 10, 8.30 a.m.
Swatow, Amoy and Formosa	Kaljo Maru	Sun., July 10, 9 a.m.
Shanghai and Japan	Haruna Maru Mon.	July 11, 10.30 a.m.
Japan and "Honolulu"	Rakuyo Maru Mon.	July 11, 10.30 a.m.
Straits and Calcutta	Nam Sang	Mon., July 11, noon
Manila	Letters	1 p.m.
Formosa, Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America, and Europe via San Francisco and Europe via Siberia	Pres. Lincoln Mon.	July 11, 4.30 p.m.
Swatow, Amoy and Foochow	Shinyo Maru	Mon., July 11, Registration 4.15 p.m. Letters 5 p.m. (Due San Francisco, 8th August.)
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Haining	Tues., July 12, 1 p.m.
Automaton	Letters	Tues., July 12, 1 p.m.
K. P. O.	Registration	1 p.m.
Letters	Registration	1.45 p.m.
Letters	Registration	2.30 p.m. (Due Marseilles 11th August.)

Shanghai, Japan, Canada, U.S.A., C. and S. America, and Europe via Victoria B.C. and Europe via Siberia

Swatow, Amoy and Foochow

Shanghai, Japan, Canada, U.S.A., C. and S. America, Europe via Vancouver, B.C. and Europe via Siberia

Amoy

Shanghai and Europe via Siberia

Swatow, Amoy and Formosa

Manila, Australia and New Zealand via Thursday Island

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Manila, Australia and New Zealand via Thursday Island

Japan

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Shanghai, Japan and Europe via Siberia

WATER LEVELS.

EXPLORING THE SEA.

REVIEW OF 25 YEARS' WORK.

In July, 1902, there met at Copenhagen for the first time an International Council for the Exploration of the Sea, promoted and subsidized by all the Governments of Northern Europe; and last week the same Council met at Stockholm, after completing a quarter of a century of wide-spread research and exploration, says Professor Thompson, writing in the Times in mail week.

Three years before the International Council was formally established, a preliminary meeting was held at Stockholm in 1899, on the invitation of King Oscar and his Ministers; and it is in memory of this first preliminary conference that the Council has, chosen Stockholm once again for its place of meeting. The Conference of 1899 drew up a tentative programme—tentative because there was as yet no money to carry it out; and that first programme, inspired by Otto Pettersson, Fridtjof Nansen, Professor Cleve, and Sir John Murray, was closely followed for many years. It was in the main hydrographical; it took it for granted that we must learn the natural history (so to speak) of the sea before we could understand that of the fishes which live in it; and Maury's book on the Gulf Stream was enough to show what a wonderful story this study of the sea embodied. Of the North Sea we knew nothing at all, or next to nothing, save what the charts showed—the depths and the shallows, and very imperfectly the currents and the tides. But as to the manner in which the waters of various temperature and salinity were stratified or interstratified, and how they came and what they brought with them from Atlantic Ocean or Baltic Sea—all these things were hardly known or very imperfectly understood; moreover, it was known, but in the merest outline, that these various phenomena were subject to periodic changes, to regular seasonal fluctuations, and also to changes of longer period or seemingly of irregular occurrence, as the currents of the ocean swelled and poured with greater or less volume into the shallow waters of the narrow seas. Nor could it be doubted for a moment that these phenomena, if only one could unravel and comprehend them, would throw light on such crucial problems of the fisheries as the migrations of the herring, or the causes of its fluctuations in abundance, even of its notorious disappearance at long intervals from certain coasts, bringing now wealth, now utter poverty.

In the North Sea.

For several years, then, the exploring ships provided by the several countries, by England and Scotland, Germany, Holland, Belgium, Norway, and Denmark, ran a network of regular seasonal observations, this way and that across the North Sea and all the way to Faroe; and their work, aided out by temperature observations and water-samples collected by friendly captains of liners, ended by giving us a stock of information about the physical phenomena of the North Sea, not even yet complete by any means, but incomparably better than we had before and sufficient to form a basis for many useful deductions.

As to the biological, or more strictly "fishery" investigations, it would be a long story merely to indicate their number and variety, and an all but endless one to discuss their steady progress and the results to which they have led. A new era opened when the nations undertook the endowment of co-operative research; when students of fishery problems all over Europe, and more or less all the world over, could plan their investigations and compare their results together; and when a little fleet of exploring ships began to spread over the northern seas, working by common methods to a common end.

At the back of the whole story is the economic problem, the fear lest our more and more importunate demands prove too much for the bountiful harvest of the sea. The situation seemed serious enough a quarter of a century ago, and is serious still. The "resources of the sea" (to use Professor McIntosh's phrase) are such that the famine, constantly apprehended, is constantly staved off or postponed; but the toll taken of the stock is always large and goes sometimes almost beyond belief. The once teeming halibut banks of British Columbia, virgin ground a very few years ago, are now depleted; and little wonder, for, of fish caught and marked and liberated, no less than 60 per cent. were very soon caught again in the ordinary course of the fishery. Twenty years ago Northern Europe took every year out of the sea about 2,500,000 tons of fish;

and, fishing far and wide, sometimes in depths untouched a score of years ago, we still take somewhere about the same aggregate quantity, perhaps between 2,500,000 and 3,000,000 tons. The money value of this vast catch has nearly doubled meanwhile, rising from, say £25,000,000 to not very far from £50,000,000 sterling;....

Biological Problems.

The problems which the trade has to face and which the biologist may be asked to solve are not to be answered in a word, but may require separate study and separate answers for each species of fish. The place may be and pretty certainly is diminishing; but the herring shows no signs of diminution in its inexhaustible supply. The plaice is a much-prized and valuable fish, the young of which gather in multitudes on shallow sandy grounds such as those on the Danish coast, where they are all too easily captured long before they are mature; and this problem of the plaice has greatly exercised the International Council for many years. Various protecting measures, with their several advantages and inevitable disadvantages, have been thoroughly discussed and are now pretty well understood; but the cost of carrying them out is heavy, the trade is nervous about making sacrifices even for future benefit and the matter of protection remains in abeyance.

In the smaller countries it happens perhaps more often than in the large that a man of great and original ability can be spared from the common task to carry out investigations of his own. In Denmark Dr. Johann Schmidt, an explorer and naturalist of the first order, has taken his ship the Thor far beyond the ordinary field of the International Council's work to explore the deep waters of the Mediterranean and of the Atlantic—in the latter ocean chiefly in the neighbourhood of the Sargasso Sea. These expeditions have yielded immense collections, skillfully preserved, such as have not come into the hands of English naturalists since the old days of the Challenger. But Johann Schmidt's great triumph has been the working out of the life-history of the eel, begun by Grassi, and now elaborated almost to the utmost detail—a great piece of fundamental biological investigation, which the International Council is proud to be associated with....

They build well who had the foundations of this International Council a quarter of a century ago.

More than 250 miles of branch lines will be built by the Canadian Pacific Railway in western Canada this year, according to announcement by President E. W. Beatty. "It is the intention of the company to have as large a proportion as possible of the branch line mileage authorized for construction this season available for handling this year's crop," he said. In addition to contracts already for grading 16 miles west of Maxtone and 10 miles north of Melfort, tenders are now under consideration for another 225 miles in various parts of the prairie provinces.

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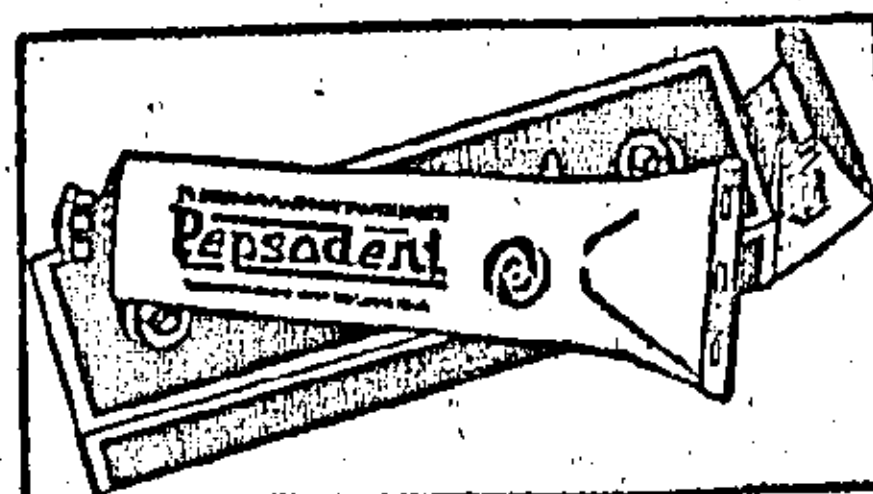
Don't believe your teeth are "naturally"
dull. See how dazzling white teeth and
healthy gums come when film coats go

coating that clings to teeth, gets
into crevices and stays. It lays your
gums open to bacterial attack and
your teeth open to decay. Germs by
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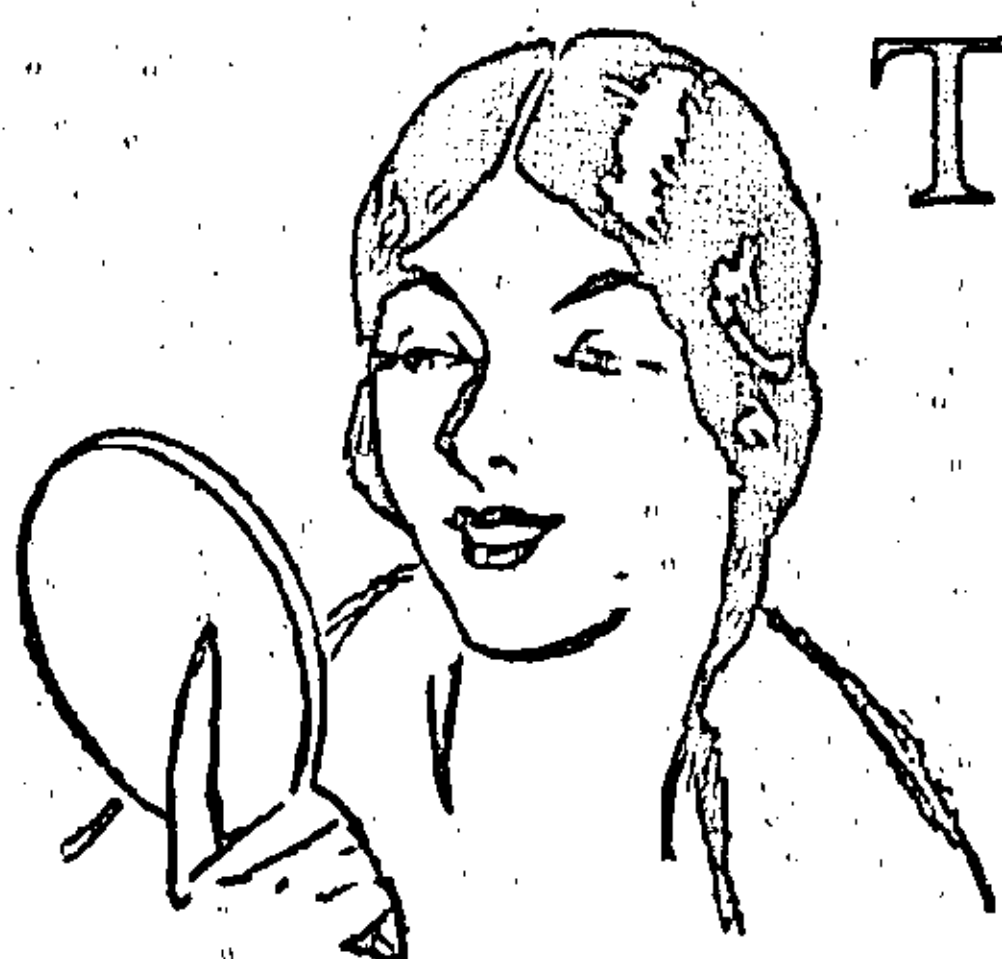
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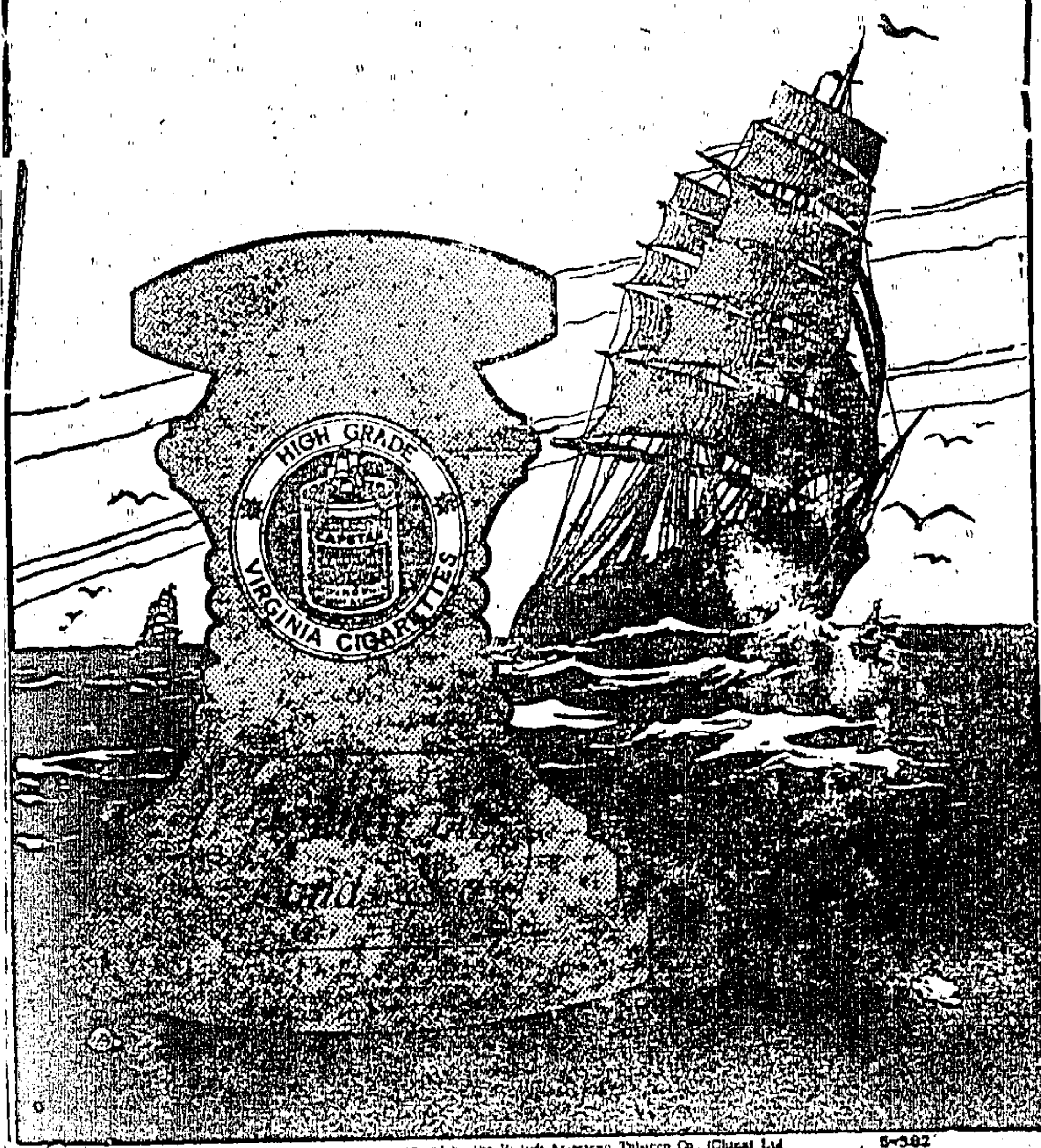
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BEAUTIES OF THE THAMES.

THE MENACE OF UGLY BUILDINGS.

Is the beauty of the Thames Valley being destroyed? Two recent incidents give point to this question, says the *Observer*. At Twickenham there is indignation at the proposed extension of the Convent School in the grounds of Pope's Villa, which adjoins the river. From Pangbourne and Goring comes the news that a local society is being formed for the purpose of preserving the beauty of the valley and preventing the spread of such building as will impair that beauty.

These two incidents raise a question of fact and one of policy and power. Is it true that the beauty of the Thames Valley—which in one sense is a national possession—is being spoiled or lost? And if it is being materially impaired, is it within the power of those to whom it is a precious thing to do anything to stop or to control the process?

It is worth while to consider these questions. As to the first, it must be an everlasting wonder and surprise to the frequenter of the quiet river reaches that Nature, on the banks of a river, has such an extraordinary ameliorative and recuperative power that most of the things that threaten disfigurement do, in the course of time, die down into the general concordance of form, colour, tone, on which so much of the river beauty is dependent. Whatever one may have to say of the wider stretches of the river valley, the river and its banks remain continuously and wonderfully beautiful. The predecessors of the Metropolitan Water Board have been responsible for the things that have in the past marred the beauty of the lower river—the reservoirs, walls, banks, chimneys, and pumping houses that still utterly spoil long stretches of the banks.

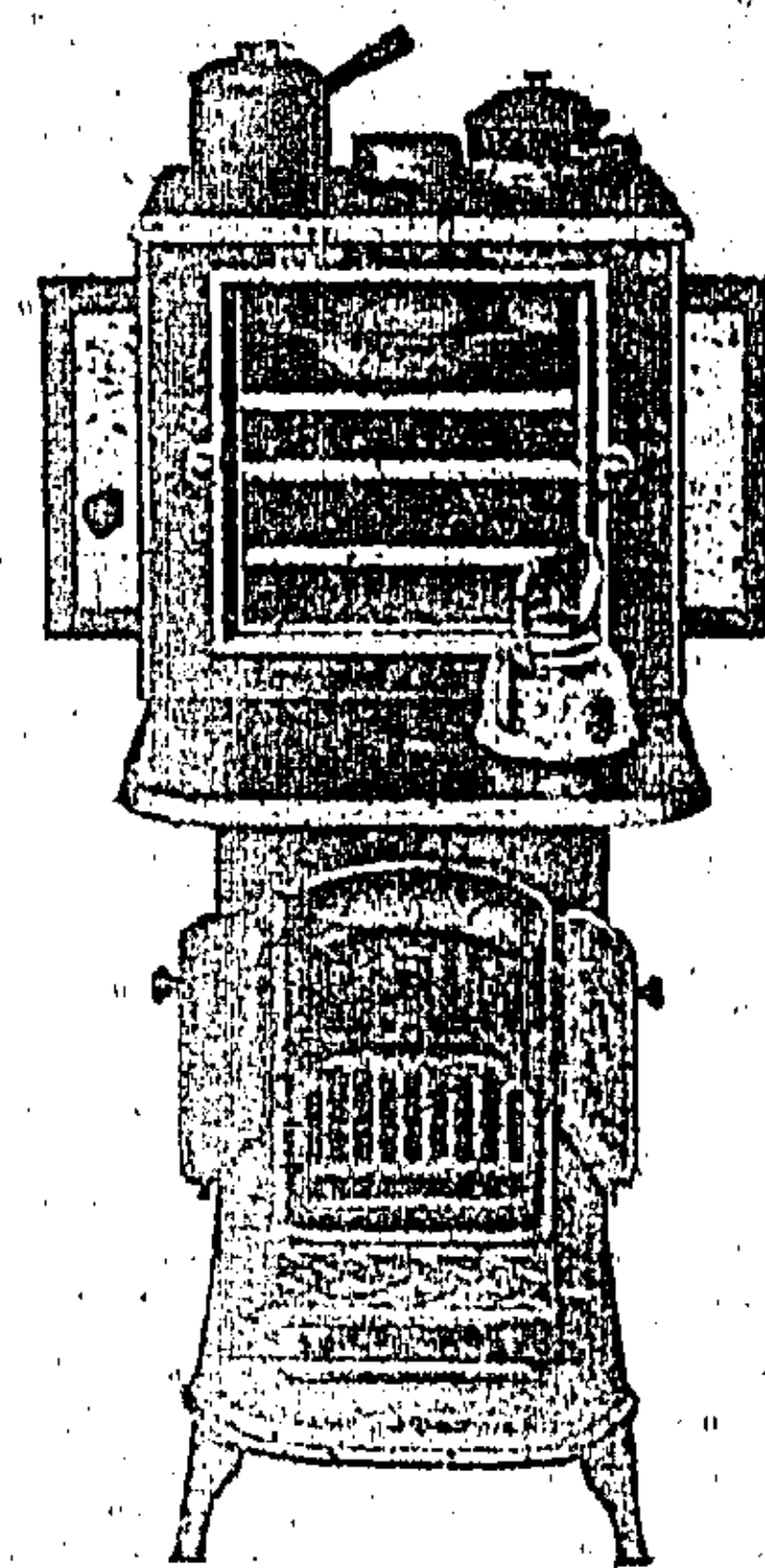
Victorian Relics.

The Victorian builders did much harm, as, for instance, in the tall, great whitebrick and slated houses of the Surbiton front, which will never, if they stand for a thousand years, pass into the general scheme, or the later than Queen Anne style houses in red brick that are the north bank at Staines. But these things are exceptional, and every onrman and saunterer must have noticed how, as the years go by, buildings that threaten to strike a note of ugliness become first harmless and unnoticeable, and then, by the attraction of their gardens, climbers, and overhanging trees, pass themselves into a part of the river bank beauty. There have been many changes along the banks. Whole long reaches are thick with bungalows that thirty years ago were fringed with willows or deep-buried beneath lush grass, but it is difficult—save at certain exceptional places—to say that the river is less beautiful now than it was thirty years ago. It is in many places a different beauty, admittedly, but the river is still in many ways and for many people the most beautiful thing provided by Nature for the refreshment of London.

Bungalow Horrors.

It is astonishing how, with the spread of building, the view from Richmond Hill has been, in so great part, preserved. From the first entrance gate to the Terrace Gardens the view is just what it has always been—not a single building in sight to mar the scenic fitness. From the Terrace itself the story is different—a great spread of red roofs has come into the one-time verdant sweep from Twickenham westwards. There are, too, a few horrible things on the river banks. Close to Sunbury there is a distressing group. It is a collection of about a couple of dozen bungalows, having all the possibilities of absorption into the scheme of things but one, and that one spoils everything. Plenty of money has been spent on them. They have all the dainty paraphernalia of river attractiveness in window treatment, flower-boxes, gaily covered wicker chairs, flowers, beautiful—even lavishly expensive—gardens, creepers, trees, topiary work, brightly painted steps, and gay terraces. But they are almost one and all disfigured by a horrible flat, diamond-patterned roofing of a vivid pink that will not weather and that is, and will remain, in spite of all the flowers, trees, and expenditure, an affront unless, and until it has been painted in more suitable tones.

There is another group of about a score near to Walton Bridge with the same objectionable roofing—roofing that shrieks to heaven—and this time with little or nothing to redeem them in the way of gardens, creepers, or shaven lawns. The gardens will no doubt come. Emulation produces them in time, but nothing can beautify the roofs. Oddly enough, close by, on a little cliff-bank, are examples of the right sort of thing, the house that will



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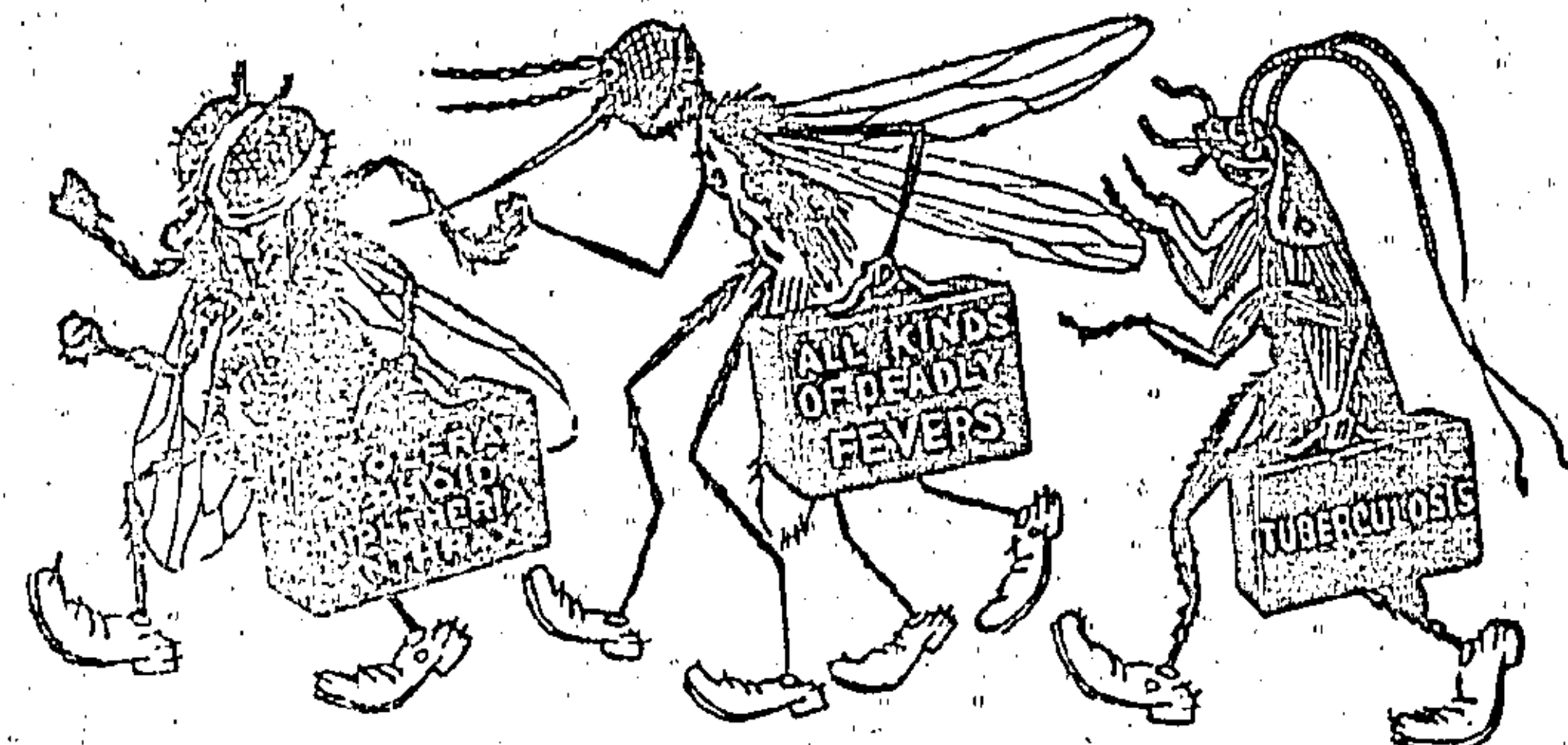
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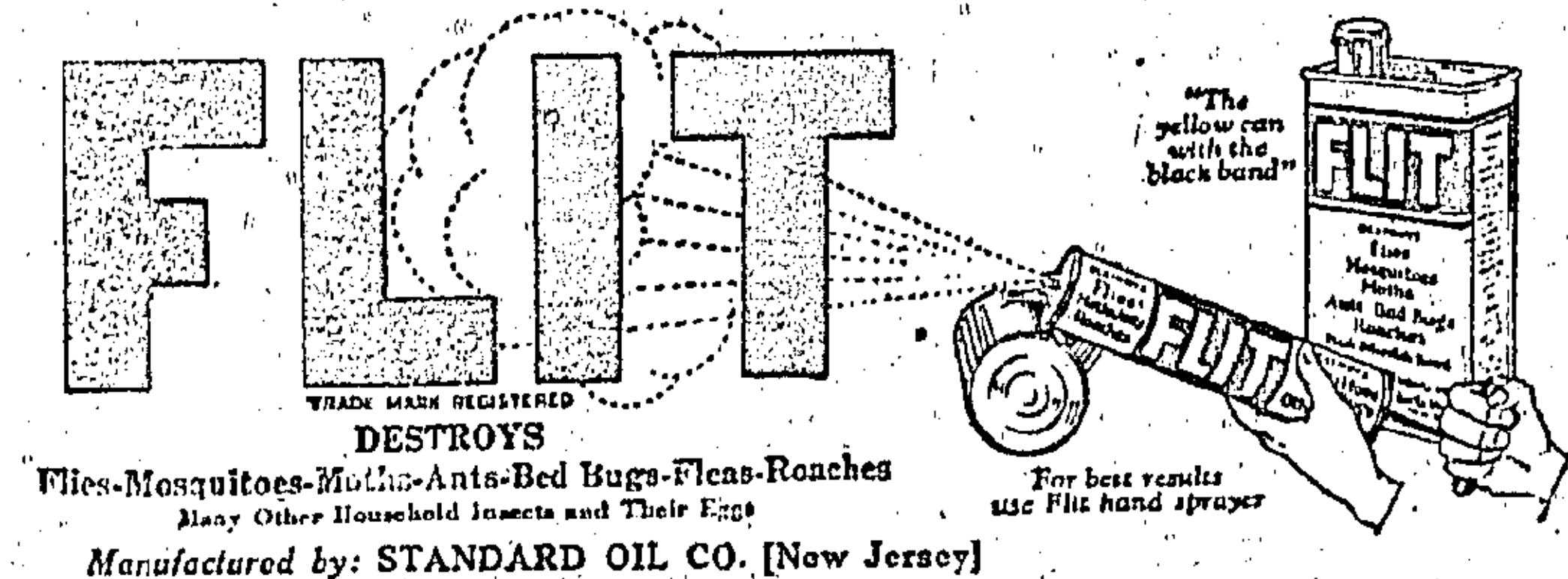
THESE tiny pests are more dangerous to our health and well being than an invading army. Insects steal on us unawares carrying disease and death to everyone in the family including the infant in arms. The fly brings cholera, typhoid, tuberculosis, infantile paralysis; the mosquito all kinds of deadly fevers; the bedbug carries germs from one person to another.

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settle into its surroundings, almost at once, though admittedly these particular examples must be expensive.

And so the tale goes on, with here and there the offensive things, as at Chertsey Mead, where two groups, one on the river bank, one set back on the Mead, are as discordant as anything can possibly be; at Laleham, where new and unweatherable red clashes with the exquisite tones of an ancient red-brick wall and the perfection of one modern house as beautiful as anything on the river; and at Staines, surely the most greatly vulgarised place on the lower river.

Twickenham Problem.

If these be the typical facts on the river banks where Nature is always conspiring to mask ugliness, it is of course much worse in certain of the expansions of river towns and villages. Some of these expansions are in good taste. There is a little development at Twickenham which is one of the most beautiful groupings of houses and gardens imaginable. Others are as hopelessly bad.

An officer of the Twickenham Council is reported to have said that his Council is powerless in respect of the new building to which exception is being taken. The answer to that is that his Council need no longer be im-

potent, since Parliament is now willing to give to local authorities a power to control building, which is exactly what is required to curb this particular evil. Several corporations have recently, in private Acts, obtained such powers. Bath and Edinburgh have done so; Torquay is applying for the power. Under the clauses in question, the corporations may control the elevation, height, design, and material of new buildings, or additions to old buildings, and if they consider that these would seriously disfigure the neighbourhood, may refer the matter to an advisory committee for a final decision as to what may be allowed. Here, then, is a method of control which the Twickenham Council can determine to acquire to get them out of future difficulties.

The Vice-Cancellor of Reading University announced at the Council meeting recently that Mr. Walter V. Rivers, proprietor of the "Reading Standard," had given £1,000 for the purpose of strengthening the University library in respect of books necessary for research in English history. Mr. Rivers, who is a member of the Court of the University, has been for many years a generous benefactor to charitable and educational objects, and his present gift is



The fellow you cut dead nearly always lives.

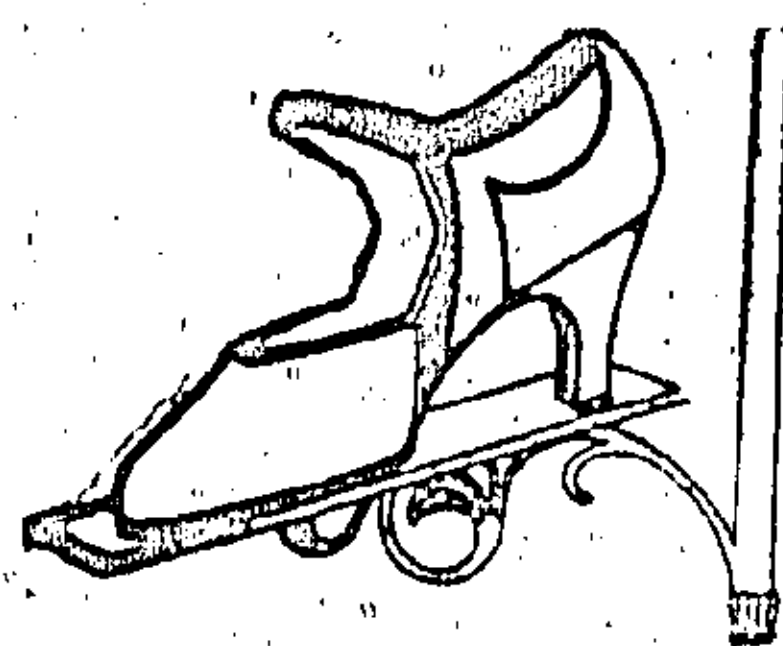
in memory of his wife. Moving a resolution of thanks, Professor Stenton, professor of modern history in the University, said the gift would make it possible to develop for the History School a library adequate for research in Anglo-Saxon and Early Medieval English history.

RECORDS!

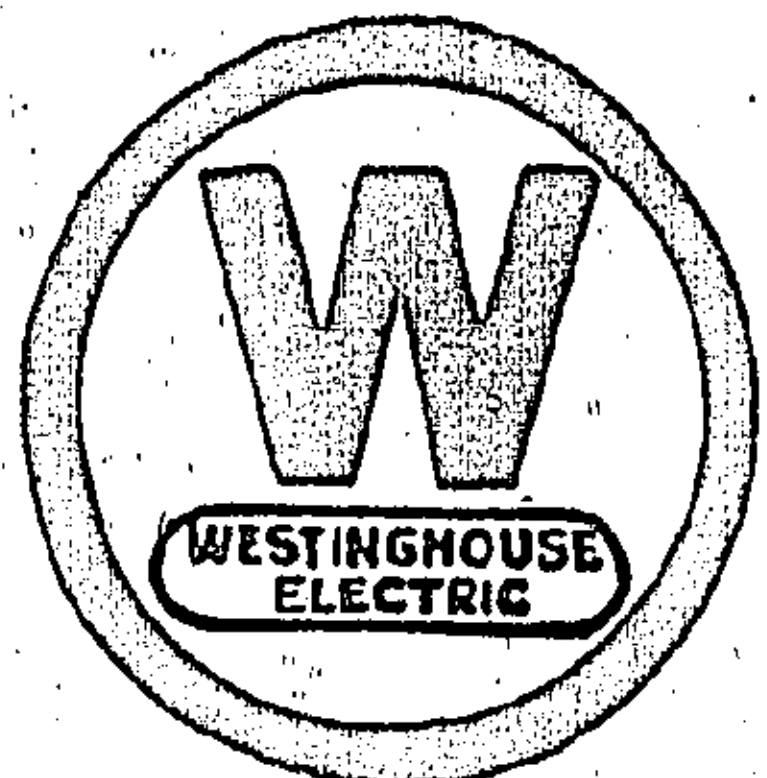
- 4579 Blue Bonnet.
What a Man.
- 4569 Black Bottom.
Pretty Cinderella.
- 4556 I've Never Seen a Straight
Banana.
While the Sahara Sleps.
- 4574 Breezin' Along.
Tell Me You Love Me.
- 4572 Deep Henderson.
Sunny Swance.
- 4606 Blue Bird.
How I Love You.
- 4608 Desert Song.
Riff Song.
- 4609 One Alone.
It.
- 4603 Pining for You.
When Lights are Low.
- 4598 Why Do You Roll Those Eyes.
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OIL LAWS.

ANOTHER INJUNCTION
APPLIED FOR.

Mexico, July 8.
The Agulla Oil Company has ap-
plied to the First District Court
for an injunction against the en-
forcement of the new oil
law. The Company com-
plains that it has been refus-
ed drilling permits for some of its
lands at Tampico. The Govern-
ment reply contends that the Com-
pany has not complied with the
law. The *Excelsior* says there is
continued suspension or reduction
of operations in the Tampico fields
by foreign and domestic oil com-
panies and mining operations by
many companies in the Northern
States causing a severe economic
situation, throwing thousands of
workmen out of employment.
The paper attributes the
reduction of oil production to
dissatisfaction over the new oil
laws, bad weather, a movement by
the United States for the curtail-
ment of production and the attrac-
tiveness of South American
fields in comparison to Mexican.—
Reuter's American Service.

DISARMAMENT.

"AMERIGO-JAPANESE
UNDERSTANDING."

Washington, July 8.
After conferring with Sir Esme
Howard yesterday with regard in-
ter alia to the Geneva Conference,
Mr. Kellogg to-day conferred with
Mr. Matsudaira, the Japanese Am-
bassador. The subject is not
divulged.

It appears that the United
States Government knew from the
beginning that the Japanese Gov-
ernment would vigorously support
American insistence on an agree-
ment on cruiser tonnage that would
mean in fact a reduction of naval
expenditure.

It is evident that the whole
question of the conduct of negotia-
tions at Geneva was left to Mr.
Gibson and his colleagues, subject
only to limiting instructions given
originally and since the Conference
began.—*Reuter's American Ser-
vice.*

COAL SHORTAGE.

CANTON SUFFERING FROM
JAPANESE BOYCOTT.

Canton, July 8.
Coal may be exempted from the
anti-Japan boycott, in compliance
with the request of the Arsenal,
the Electric Plant, the Water
Works, and other government and
industrial factories. These or-
ganizations yesterday submitted
a communication to the Boycott
Society explaining that the coal
supply of Canton is largely de-
pendent on the Japanese and if the
boycott affects the importation of
Japanese coal also, as has now been
experienced, many essential service
here will be forced to suspend.
They request the Boycott Society
that until ways and means to re-
lieve this situation are found the
importation of Japanese coal should
be exempted from the boycott re-
gulations.

A "Film Library" was opened
last month in Berlin, which is
claimed by its founders—propriet-
ors of a German cinema periodical—
to be the biggest enterprise
of the kind in the world. There
are already 1,367 volumes in this
film library, in all languages.
Forty-three of them consist of
these written upon the subject for
a doctor of philosophy's degree.
All the important film journals,
reviews from all over the world,
are preserved in a special depart-
ment, which is only part of the
archive containing representative
pictures of all the films ever
shown found to be of any signifi-
cance. These already number
20,000.

MONKEY AND THE
FILM.AN EXPERIMENT THAT
FAILED.

New York.—Fatima, a year-old
chimpanzee from South America,
was the subject recently of an
experiment carried out by a pro-
fessor of psychology at Columbia
University. Some portions of a
film made in the jungle of Slam
were run off in front of this
"audience of one," while the pro-
fessor sat ready with pad and
paper to note her "reactions."
But the experiment was a failure
as far as Fatima was concerned.
She betrayed no special emotion
when she saw the screen monkeys,
and merely turned to look at the
real, live Press photographers
standing near.

"I cannot draw any definite con-
clusions," said the professor.
"She certainly showed a fear re-
action, but whether it was due to
the animals she saw on the film,
to the flashlights, or to the photo-
graphers, I cannot say. She saw
on the film, of course, a series of
objects without perspective,
colour, odour, or sound. The
flashlights, on the other hand,
possessed colour and odour and
the photographer perspective and
sound. Perhaps she hasn't any
definite memory of jungle life,
and if so, the screen objects
meant very little to her."



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ALL HONGKONG NINE.

WILL REPRESENT COLONY
IN INTERPORT GAMES.

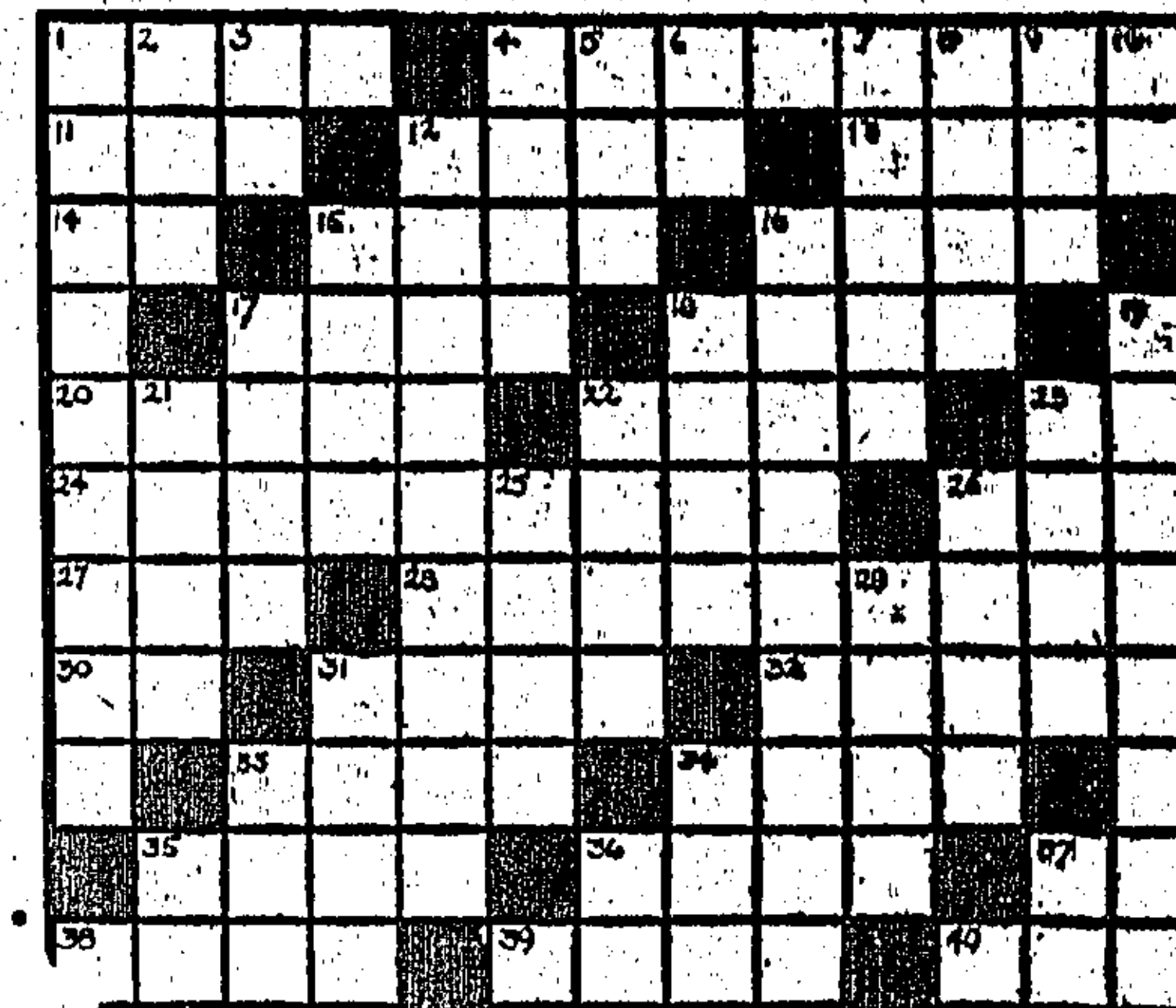
There will be a regular All Hong-
kong Baseball Team in the Hongkong
Association to represent Hongkong
in interport games or play with
visiting nines, according to a decision
arrived at in a meeting of the general
committee of the Association held in
the American Consulate-General yester-
day afternoon. Mr. Richard Shim,
of South China A. A., and Mrs.
Hachiuma of Japanese Baseball Club
have been appointed a committee to
manage this All Hongkong combine.

Probably the first match of any
importance the All Hongkong Nine
will have will be one with an All
Round Chinese team coming to Hong-
kong from Honolulu under the aus-
pices of the South China Athletic As-
sociation. This All Round Chinese
team is expected by South China A. A.
to be in Hongkong early August.

Among the tentative selections in
the All Hongkong include Shim, S. L.
and S. S. Lee, and W. Sling of South
China; S. Hachiuma, Y. Hachiuma,
and Koseno of Japanese Club; Alves,
Rocha, Remedios, of Club Recreio
Coqueiro, McAlido, and Mucelo, of
Hongkong Baseball Club; and Zafra,
Hernandez, Leonard, and Angeles of the
Filipino Club.

The meeting of the Hongkong
Baseball Association General Com-
mittee yesterday afternoon also fixed
the umpire's fee for the season and
decided to again to appeal to the
Department of Public Works for a
regular ground, for practice and
league games of the Association.

OUR CROSSWORD PUZZLE.



Horizontal.

- 1 Any soft thick, wormlike larva.
- 4 Alarms.
- 11 To tear stitches.
- 12 Portal.
- 13 Uncommon.
- 14 Standard of type measure.
- 15 Officious.
- 16 To languish.
- 17 Caterpillar hair.
- 18 Not restricted.
- 20 To love exceedingly.
- 21 Embryo plant.
- 22 Seventh note in scale.
- 24 Ruled or controlled.
- 26 Drone bee.
- 27 Small fresh-water fish.
- 28 Transmission of any knowledge
without written records.
- 30 Nay.
- 31 Landing place for boats.
- 32 To tip of a fox's brush.
- 33 Type of a canoe.
- 34 To lade water out of a boat.
- 35 Principal.
- 36 Old wagon tracks.
- 37 Masculine pronoun.
- 38 To heat as food.
- 39 Long heavy hair, on a horse's
neck.
- 40 Soft mass.

Vertical.

- 1 Thin gauze-like fabric.
- 2 Border.
- 3 Above.
- 4 North American rail (bird).
- 5 Child.
- 6 Measure of area.
- 7 Attempted.

Alley.

- 8 Before.
- 10 Point of compass.
- 12 Act of detaining.
- 15 Fairy.
- 16 Word, or words, which express
what is said of the subject of a
sentence.
- 17 Any.
- 18 To supply with nourishment.
- 19 Stored as in a granary.
- 21 Large, flightless bird.
- 22 Heavenly body.
- 23 Doubling over of thread.
- 25 Region.
- 26 Face of a clock.
- 29 Correlative of that.
- 31 Perfect estimated golf score.
- 34 Roll.
- 35 Mother.
- 36 Sun god.
- 37 Exclamation of laughter.

Yesterday's Puzzle.

ASS HCCUS TO
LITTER SOLE
ADORN C WARE
ERA CAB TEL
LEM APE IT J
AS PARAGON M
BAD SORES MIN
OLIO LIT BENT
RIVAL S JUDG
ENATE S AGILE
DEN DENIM ME

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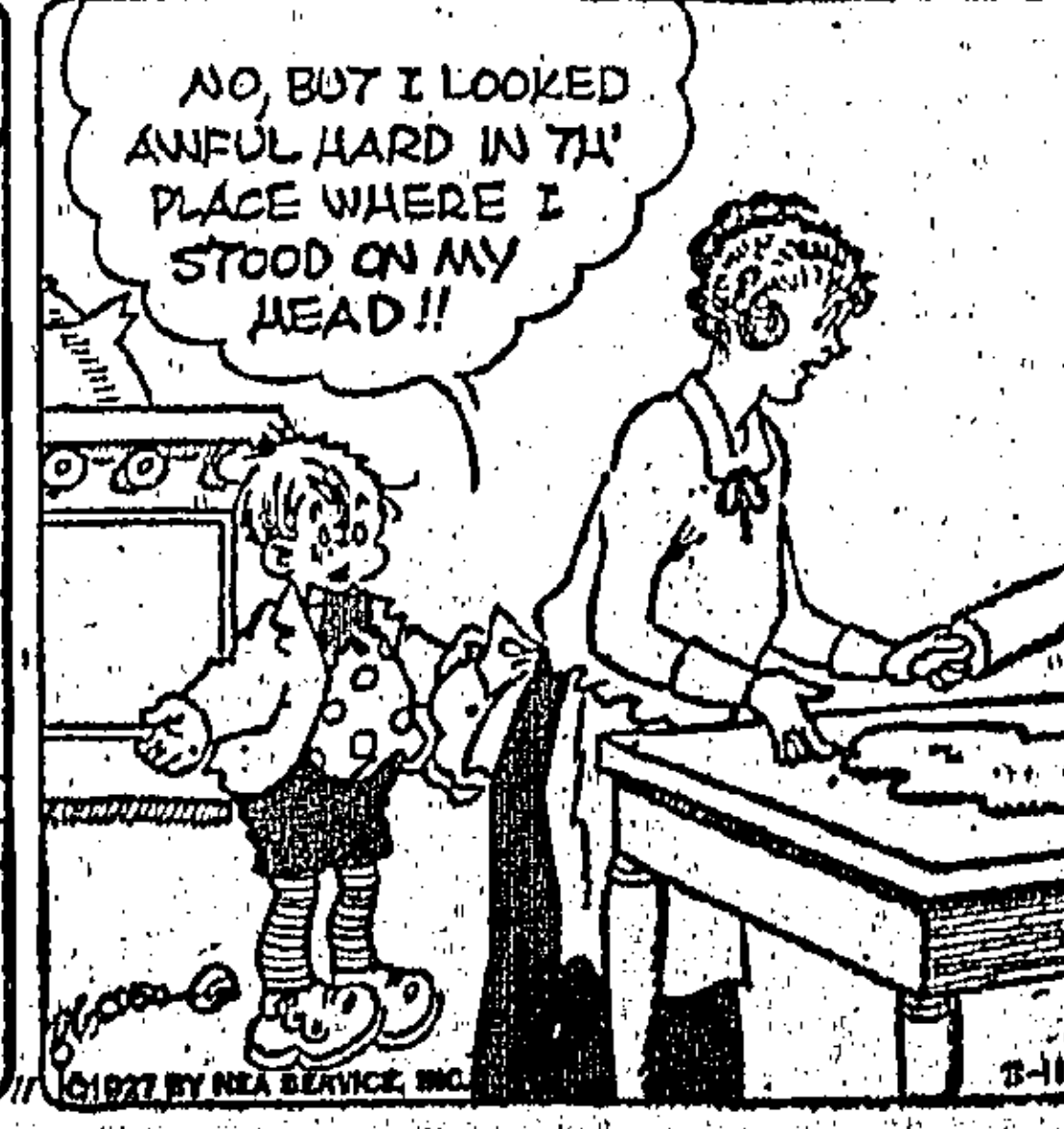
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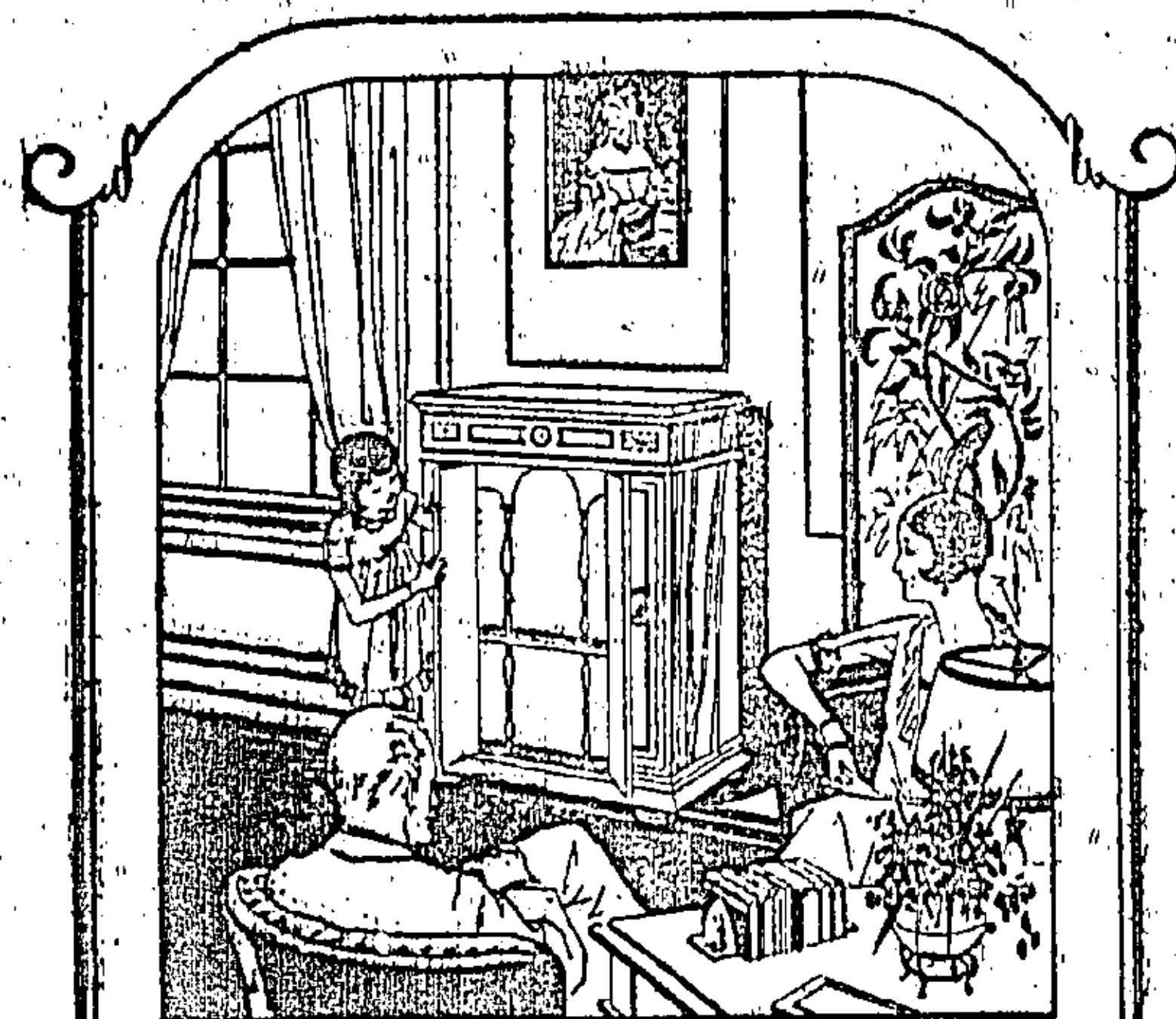
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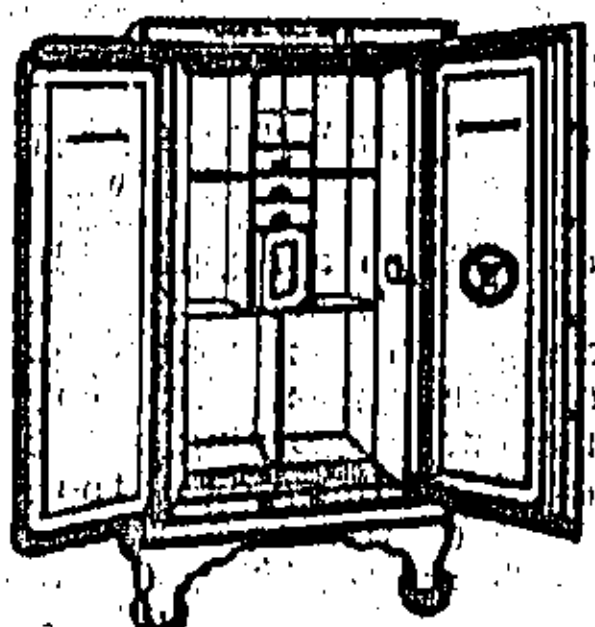
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Alexandra Buildings,
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The
Hongkong Telegraph.

SATURDAY, JULY 9, 1927.

DEVELOPMENT
SCHEMES.

As we announced yesterday, the Government scheme for improving Kowloon Point is in abeyance, and the work will not be put in hand until next year. Everything is, presumably, ready to go ahead as soon as the necessary preliminaries have been completed, for plans have been drawn up and approved. It is estimated that the work will occupy about two years, but when completed there will be a decided improvement in the appearance of that part of Kowloon, where, as it happens, all visitors to the place obtain their first impressions. At present there is very little that is attractive about the layout, and the conglomeration of sheds, haphazard forms of temporary architecture, and so forth, give a false idea of the actually important terminus that Kowloon Point forms, in relation to both the main ferry service across the harbour and the station which terminates what in time may be the railway route to North China and even to Europe. The main reason for the postponement of this work of improvement is the old one, so prominent since the 1925 strike and boycott, of conservation of public funds. It happens that mere improvement of appearance is not essential service, and it can well wait until better times, but there is a somewhat close relation in this case of development with other schemes that were planned in the good days and have now been indefinitely shelved. It raises the point of preparedness—preparedness to meet the time when projects will become actualities.

In a brief consideration of the plans that are no longer heard of, one recollects schemes for new roadways, such as the extension from Stubbs Road across the top of Wongneichong and on to Quarry Bay district; and one also recalls such matters as Kowloon Bay reclamation, with big projects that experts were called in to report upon. Such ideas were freely discussed once upon a time, along with—can it be believed?—ambitious schemes like a bridge across the harbour, and even a tunnel thereunder. Circumstances alter cases, and bare essentials are now being considered. The great Shing Mun water supply scheme has been partially proceeded with, as an item in the Colony's development programme that could not

very well be stopped altogether. But it has necessarily subordinated other matters that might otherwise have received more attention. In reflecting on the postponements necessary, we would emphasise, as was stated earlier on, the need for planning ahead. A scheme of development that has nearly been completed, after a full five years of steady work, is the Praya East reclamation. That comprises one of the biggest areas of harbour frontage that this port is likely to have to deal with for a good many years. We understand that plans for the area have already been prepared, but there is more to be considered than the mere demarcation of roadways and building sites. We referred editorially some time back to the need for bearing in mind the architectural amenities wherever new erections are to go up. We had scant hope of coordination, following the knowledge that the late Governor of Hongkong had not desired to interfere, as he thought it would be, with private enterprise. But the concern about the Kowloon frontage makes us hope again. It is always easier to ensure the amenities beforehand than alter and reconstruct some years afterwards.

Aviation Developments.

The year 1927 is proving to be a remarkable one in the history of aviation for scarcely a week passes without the receipt of news regarding new and startling happenings. Only yesterday Reuter told how Lieut. C. C. Champion had made a new altitude record with a seaplane, ascending as high as 37,995 feet—just a little under seven-and-one-fifth miles. There has been a much higher altitude reached with a land plane, but it is surely phenomenal that a flying machine, equipped with floats, should be able to climb so high above its landing place. From America, also, comes news of the design of a new bombing plane—a military machine designed to carry five machine guns and 3,000 lbs of high explosives with which to bomb land and sea forces. And we have just witnessed a series of wonderful trans-Atlantic flights, in which the possibility has been demonstrated of bringing the American and European continents much nearer together. A British flier is now preparing to prove that present-day British machines and men can still compete with others in these deeds of derring-do, and that the spirit of Alcock and Brown lives on. In company with the civil conquest of the air there is a continuous evolution in the matter of aircraft for combatant purposes, and it does not take more than a little imagination to conjure up the type of fighting machine of the future. If, at this stage, there is a bomber capable of carrying five machine guns and about 1½ tons of high explosives. With long and sustained flight becoming more and more an everyday matter in aviation and with the inevitable developments in this respect, the prospect of long-distance raids by fleets of highly-armed and death-dealing aircraft becomes a very real one. If ever we are going to discuss the question of disarmament in a satisfactory manner, we shall have to take serious note of the menace of the air machine. It is bringing to the world great possibilities in the way of quicker travel and the resultant breaking down of the barriers of distance, but it is also bringing a new menace and danger in its adaptation to the uses of war.

CORRESPONDENCE.

A BAD HABIT.

[To the Editor, Hongkong
Telegraph.]

Sir,—May I, through the medium of your esteemed paper, register a protest against the practice of some unthinking people in Hongkong offices who are addicted to the slovenly habit of throwing their cigarette ends through office windows into the street. I refrain from mentioning any particular area, but should this catch the eye of any of the culprits it may give them to think of the possible consequences of their carelessness. In the office where I work—or am supposed to, ash trays are to be found on every desk, and if in other offices these receptacles were put to their proper use there would be no need to litter "flag" ends about the street, or endanger passers-by.—Yours, etc.,

ANNONY,
Hongkong, July 8, 1927.

DAY BY DAY.

DEATH IS THE WISH OF SOME, THE
RELIEF OF MANY AND THE END OF
ALL.—Seneca.

The weather forecast up till noon
to-morrow is—"South winds,
moderate, squally; showery."

There was one British case of
typhoid fever reported yesterday,
and one Chinese case of cerebro-
spinal fever.

A Chinese woman was sent to the
Government Hospital yesterday
suffering from scald wounds. She
was pushed by another woman into
a cauldron of boiling water during
a quarrel.

A Chinese employed at the Dairy
Farm Company, Pokfulam depot,
has been admitted to the Alice
Memorial Hospital, having been
kicked by a cow when he was milking
the animal yesterday.

The steersman of a trading junk
accidentally fell overboard and was
drowned a few days ago, when the
junk was in a strong sea off Sham-
shui. His body has since been
picked up, and sent to the Kowloon
Mortuary.

The second promenade concert
by the Band of the 1st. Battn.
The Camerons will take place
at the Lee Gardens to-night, un-
less the weather is not suitable,
in which case the concert will be
held in the new Lee Theatre
nearby.

No explanation was available
when inquiries were made at the
Post Office in regard to the delay
of the Siberian mail. Letters and
parcels have not reached the
Colony for fortnight, but it is
learned that a Siberian mail will
arrive on Monday.

The marriage will take place at
Hongkong, in October, of Robert
Keith Valentine, of Messrs. Dod-
well and Co., Ltd., son of Mr.
James Valentine, late of Messrs.
Dodwell & Co., Ltd., of Shanghai,
and Aimee Talbot Haslett, only
daughter of Mr. Frederick
Haslett, of "Castlebar," Reigate,
Surrey, England.

An Indian guard has been admit-
ted to the Government Civil Hos-
pital suffering from a severe cut
over his left eye, as a result of hav-
ing been stoned by a mob of Chinese
at the polo ground, Causeway Bay.
The Indian guard noticed a number
of Chinese assaulting another In-
dian, and on going to the man's
assistance was in his turn mobbed.

Passengers arriving from the
north by s.s. Khiva yesterday in-
cluded Squadron Leader A. E.
Barr-Sim, Paymaster Commr. J.
Bell, Mr. and Mrs. H. W. Chees-
eman, Lieut. N.C.H. Downe, Mr.
C. Gordon Macleod, Captain E. Mon-
kman, Flying Officer S. C. Parker
and Lieut. Colonel and Mrs. Twi-
ley and family.

The health bulletin of Eastern
ports, issued by the Principal Civil
Medical Officer of Health, for the
week ending Saturday last, contains
the following cases: Plague, Bas-
sein 13, Bombay 7, Rangoon 4,
Colombo 2, Alexandria 1; Cholera,
Calcutta 21, Bassein, Bombay, Ne-
gapatnam, Saigon and Tourane 2
each, Bangkok 1; Small-pox, Bom-
bay 28, Calcutta 16, Nagasaki 12,
Rangoon 7, Vizagapatnam 4, Negapa-
tnam and Colombo 2 each and Suez
and Bangkok 1 each.

EXCHANGE RATES.

	London, July 8.
Paris	124
Brussels	84.92
Amsterdam	12.17
Berlin	20.49
Copenhagen	18.16
Vienna	44.60
Helsingfors	192.2
Lisbon	27.16
Bucharest	770
Buenos Aires	47.4
Shanghai	2.43
Yokohama	11.11/32
New York	48.5 17/32
Geneva	26.22
Milan	69.19
Stockholm	18.77
Oslo	16.73
Prague	28.57 1/2
Madrid	80.4
Athens	5.27/32
Rio	1.65 1/2
Bombay	2.04
Hongkong	2.25
Silver (spot and forward)	25 1/2

—British Wireless.

Over 1,600,000 trees are to be
planted on government lands in
the Province of Quebec this year
by the Department of Lands and
Forests. Every year the Depart-
ment advances its reforestation
plans, and this year is the biggest
yet, although next year's pro-
gramme will surpass it. By 1929
the annual plantings will likely
run to 5,000,000 saplings a year.
The preliminary work in this
connection is being done at the Ber-
thelville nursery.

AN IBERIAN VISIT.

Lisbon—and Then Spain.

All night the steamer pushes
along the coast of Portugal while
the emigrants sing, and in the early
morning we turn into the estuary
of the Tagus. The line, oak-beard-
ed Sierra de Cintra breaks up into
a green population of small village-
flecked hills. The Tagus widens
gladly to the sea after the narrow
battle of its course through Castile
and Extremadura.

The estuary narrows and nips
Lisbon like a pincers. That white
city is built upon a dozen hills.
There is wind on the water and, as
we anchor, the beseeching craft skip
up and down on the tops of the
waves, gesticulating as excitedly as
their crews. A Portuguese official
comes aboard. He is rather faded;
he seems almost pathetic, for he is
carrying a large bouquet of red and
white roses which the purser sus-
pects—aloud—are a present for the
captain.

We proceed to a grave examina-
tion of passports. My passport
contains far more about the titles
and the awesome nature of Lord
Curzon than it does about me. The
official reads some of this and makes
a note of it, stamps a page, and I
am sure that the records of the
entry of aliens into Portugal in the
month of April will contain the
name of Lord Curzon! Of my
sinister entry—nothing.

Once we land, that green and
lively wind goes. The earth is
baked and burned up. I wade
through heavy dust. The city is
trembling. Roofs are vibrant red,
walls are broad slabs of glare. The
sun unloads upon my shoulders
and fills me. Walking more
slowly I wade deeper and
deeper into the heat. The ground
rises and I escape from the shade-
less, lumpy streets of the docks to
a street that cuts up one of the hills
of Lisbon. There the walls breathe
out fire; and archways and cellars,
ice. It is not enough to say the
sky is blue; the sky is a fire and
the flame is royal.

Climbing, I am soon among the
heavy terra cotta roofs, and as they
divide where, in gulfs of light, the
streets curve downward I get sud-
den and thrilling glimpses of the
estuary and the bay which have
mounted like a wall behind me.
The roofs are lichen, sun-ent, and
caked with ancient heat, and across
them I can see a pattern of avenues
below, green regiments of acacia in
blossom marching out. On all the
hills hundreds of little houses like
narrow white boxes with pink lids
to them, a pair of beehives here, a
tree there, the surly wing of an arch
or the iron tower of one of those
tall street lifts.

The streets of all the hills of Lis-
bon shriek down into the main Plaza
which is a pit of light. "Shriek!"
alone describes the course of those
streets; cobbled, intricate as an
arabesque and headlong as a pass-
age of comets. They were laid for
mule and man and donkey; not for
Italian motorcars. But down them
the motorcars fly like a vivid flight
of parrots.

A sardonic policeman—an elder,
graver bird looking helplessly out
of his red helmet—does wise and
beautiful things with a white baton;
there is an agonizing squeal of
mauled gears, an excruciating skid.
Then the baton does something
even more beautiful and the joyful
chauffeurs of Lisbon puncture the
air with their horns and slit the
next hill.

Peasants gather round the cellar
restaurants and taverns in the
older, heavier parts of the city.
These peasants wear their odd
bright costumes. The women—it is
a city of beautiful women—pin
coloured silk scarves to their heads.
The men carry long sticks and wear
bright sashes round their waists,
bulging because of the loaves of
bread and the belongings they tuck
into their sashes. The men stand
about in the middle of the streets
and stare at the city. The women
never start and are quite uncon-
cerned. Nothing can surprise the
calm of the women of Spain and
Portugal.

Down one of the steepest hills go
four men in cotton clothes. They
are carrying a heavy wardrobe
slung on ropes from their shoulders.
The wardrobe swings straining
and creaking between them. The
sun glistens on them. The men

break into a trot. They have a
grim, trembling, anxious smile on
their faces and they look straight
in front of them. They dare not
pause, they dare not even glance
aside. The weight is so great that
now and then they give a shout as
a sort of encouragement. And now
comes a woman carrying a large
crate of live chickens on her head.

I pass the notorious Brazilian
cafe where the political intrigues
take place. It looks very innocent.
The waiters are dark and disillu-
sioned. They sigh. The few habi-
tues are sleepy. They sit and gaze
at the walls. They eat shrimps.
It appears that to-day there will be
no coup d'etat!

The friend who accompanies and
who knows all about the endless in-
trigues is stopped by a pleasant
and distinguished gentleman. He is
glowed with affability. He looks
this way and that as he talks, this
moment he smiles and chuckles and
the next he is frowning and expos-
tulating. He is a general. He has
before him some imaginary scene.
He begins to act it. He brings
down his two fists and presses the
knuckles together over and over
again within an inch of my friend's
face.

This it appears is the general's
way of explaining that although all
last week he was, thus, "with horns
locked" with the Minister of War—
although "with horns locked" he
repeats again and again—yet they
have now made it up. Nothing has
happened. There will be no coup
d'etat and the sun is hot, it is true,
but not too hot for a pleasant little
walk, slowly like this. Off comes
his hat—no, not for a pleasant lit-
tle walk like this—good-bye.

The railway station—the famous
Rococo where the trains start up in
the air somewhere and you have to
take a lift to get them—is like an
enormous bare stable. At night it
is always crowded. Everyone
shouts and hawls. There are hun-
dreds of small cotton-clad soldiers
who fill the trains, and they stand
and shout hoarsely at one another.
All about, or if they cannot shout,
they yell. The human roar is so
great it is impossible to hear the
steaming trains and scarcely pos-
sible to see them.

When the train leaves, the shouts
increase. For miles the train
smokes through a soft black tunnel.
The train becomes one long, slow
clanking shout. If the people could
sing it would be different. They
just sit and think at the tops of
their voices. But after half an
hour their enthusiasm slackens.
They become strangely silent. We
hiss into a station and there a pen-
sive girl is crying. "Who buys
fresh water?" And a woman,
"Oranges!" Out clamber the sol-
diers and the peasants, and they
rush for the water.

They gulp down two huge jars
of water. The women keep the
men in order and take the hap-
pence. They sell the oranges and the plat-
form is littered with orange peel.
Nearly everyone in the train has
an orange. You see a face and an
orange fastened to it. The train
jerks and sways and then steals out.
With a cry the soldiers chase it
down the track and get on as best
they can.

We are now no longer a shout;
we are a smell, a soft, sweet smoky
smell of oranges. Our endless
rock trails across Portugal. The
journey to Badajoz takes fourteen
hours and as they crawl by even
that smell becomes limp, exhausted
and then inert. In silent Portugal
the train bumps out of the coastal
heat onto the cold inland plateau.
We pass small towns like a heap of
white boxes with balls of yellow
light pinned onto them.

The faint glow of the train shows
the beginnings of olive groves and
furrows. Later there is that sweet
odour of acacia. We arrive
in stations amid clamour and
wait there so long that
they become deserted and
silent, and all that can be heard is
the sonorous sleep of the soldiers
on their benches in the wagons.
Later there is a moon riding east-
ward with us, and just before dawn
a soldier comes in and stamps his
approval of Lord Curzon once more
on my passport. As for me—I
wonder if they know that I am in
Spain.

V. S. P.

PUBLICITY NEED.

WARNING FOR OTHER
WOMEN.

"This is the sort of case where
the facts might very well be stated
in the Press," said Mr. Justice
Bateson in the Divorce Court, re-
cently, granting a decree nisi to
Mrs. Clare Agnes Page, of Cam-
bridge-terrace, Hyde Park, on the
ground of the misconduct of her
husband, Mr. Gilbert Howard
Page.

"The respondent," said the
judge, "is a man who, having been
through the Divorce Court at least
once before these proceedings,

married the petitioner, with whom
he lived for four weeks, and then
deserted her to go off with some
other woman."

Publication of these facts, he
added, might warn other women.

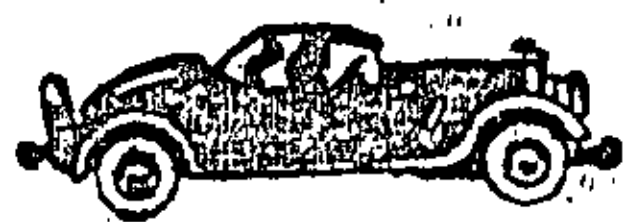
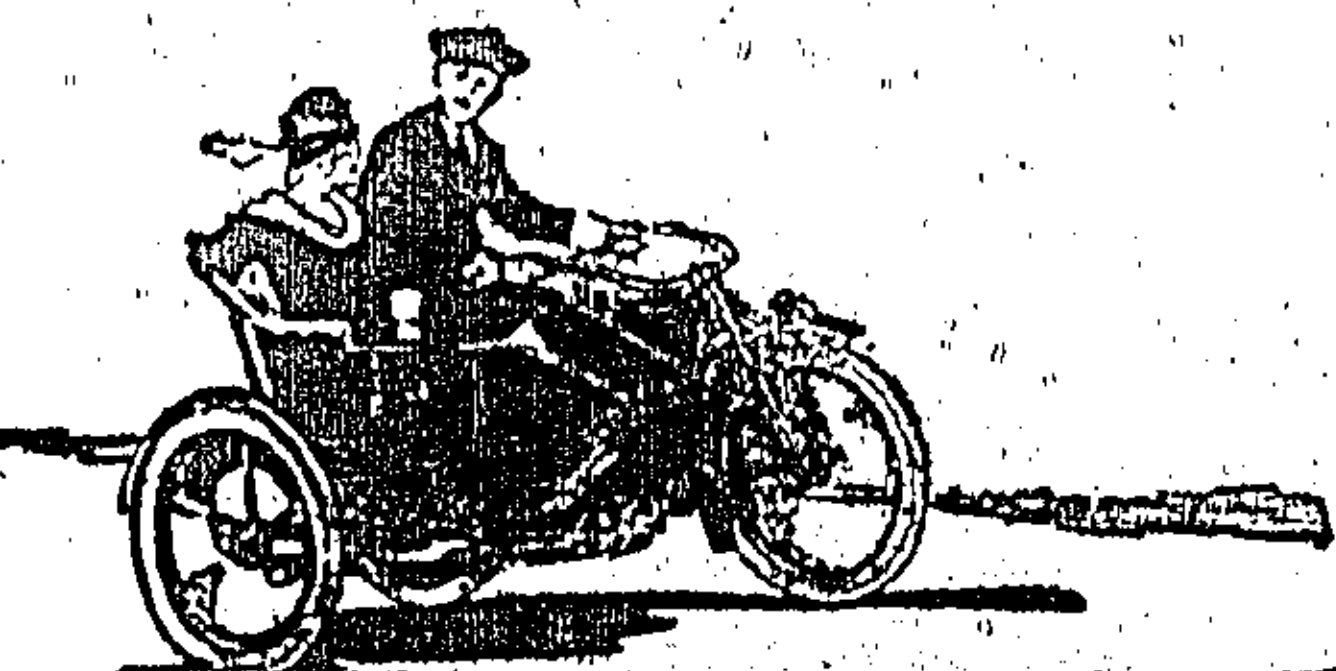
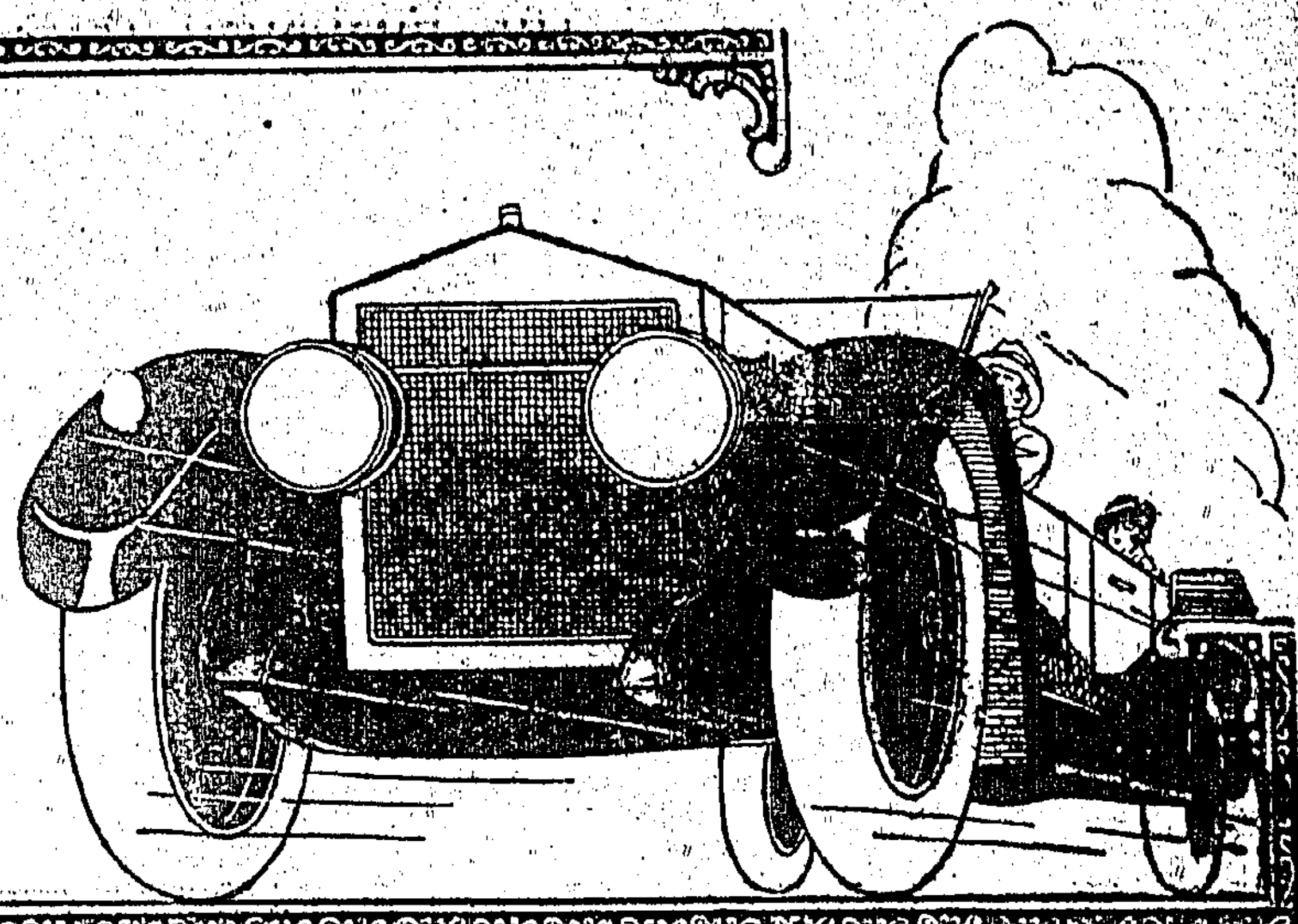
Mr. Justice Bateson also grant-
ed a decree nisi to Mrs. Margaret
Alexandra Buckley, of Highbury
New Park, Highbury, against Mr.
Ernest Mathias Buckley, a dentist.

The circumstances following
that marriage, he said, were some-
what similar to those in the pre-
vious case, except that Buckley
had obtained £500 and a motor-car
to go away with a month after the
marriage. It did not appear that
he had been in the Divorce Court
before.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 9th JULY, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

A Good Road.

The temporary closing of the route via Wong-ai-Cheung Gap to Repulse Bay, on account of a rather serious landslide, diverted traffic back to the old road last week-end, and many motorists noted with pleasure the excellent condition of the road practically the whole distance from the University to Deep Water Bay. Much work has apparently been done, and the road surface is now in very good repair. After the recent rains, the trip round the island is most enjoyable, the country-side looking at its best. The short-cut to Repulse Bay is generally used now, but motorists who rarely use the old roads, will find the scenery most attractive.

Signalling.

Quite a number of drivers fail to give any warning of their intentions to stop or turn their vehicles, thus causing danger to cars closely following them. There are a number of left-hand driven cars in Hongkong, and it is fairly difficult for the drivers to give near traffic any signal when about to turn, especially when the hood is up. This is not only annoying to following motorists, and a danger which might well be considered by the authorities. An approved device might be fitted to such cars which would take the place of hand signalling. Such devices are used in other countries and they might well be adopted for Hongkong.

Harbour Transport.

The rapid strides which internal combustion engines have made, particularly of the Semi-Deisel type, is exemplified in the launch of the "Tien Zeang," built by the Shanghai Dock and Engineering Co., Ltd., a photo of which appears on this page. The vessel in question has been equipped with one of the Gardner Semi-Deisel crude oil engines, and the tests already held convincingly demonstrated the effectiveness and economy of this type of power unit. In order to gauge the actual saving effected, it is necessary to take into consideration the dimensions of the vessel, the horse power of the engine and the running cost per hour. The length of the "Tien Zeang" is 45'-8", Beam 9'-6", Draft 4'-2" and speed 9 knots. The engine is a 48 BHP Gardner (crude oil). After careful observations over an extended period, the running cost for fuel and lubricating oil worked out at

the equivalent of 64 cents (Hong-kong currency) per hour, which is more than 100% cheaper than a kerosene engine. It was particularly noticed on the trials, that vibration was conspicuous by its absence, while the quick response of the telegraph in changing from full ahead to full astern, which could be effected in the incredibly short time of four seconds, illustrated the perfection to which the makers have brought their engines.

Repairs Negligible.

Repairs are negligible owing to the absence of valves and fittings generally, coupled with the extremely robust engine construction. The outstanding feature of these engines is their surprising simplicity, and one of the exact type mentioned above, which is supplying the power for the Kwong Sang Hong lighter on the Hongkong Harbour, has fully substantiated the claims made for it. A passenger launch of higher power, capable of a good turn of speed, is at present being constructed locally, and it is expected that it will be put into commission shortly, when further evidence will be given of the many advantages presented by this modern engine.

Ideal for Hongkong.

This crude oil type of engine is not only ideal for heavy and slow moving vessels, such as barges and lighters, but particularly suitable for harbour and passenger launches, in which types a better turn of speed can be maintained in comparison to steam owing to the unvarying type of fuel used. In the West of Scotland some time ago, a conversion was made from kerosene to crude oil engines, of the "Lochintar," a vessel of 270 tons displacement, which maintains a mail, passenger and cargo service between Oban and Tobermory. It is excellent testimony to the design and construction of the Gardner Engines that they have never given sufficient trouble even to cause any slight interruption of the service. The decision to employ Semi-Deisel engines was on account of the economy to be effected, and it is now estimated by the owners that they will save approximately £2,700 per annum in fuel alone. There should be considerable demand for such engines in Hongkong, providing as they do, the most modern transport on the most economical basis. Messrs Dodwell & Co., Ltd. are the agents.

A WORLD'S RECORD.

40,000 Miles Without
Decarbonising.

Is the long life of the typical British car actually worth much to its owner? This is a feature on which the British car has always beaten its rivals, and the question of what its longer life is worth in £ s. d. to the owner has never been properly estimated.

Recently, however, the makers of one British light car, the well-known four-cylinder 12 h.p. Galloway, heard from a dealer the story of one of their cars which had been sold to a lady in May, 1925. It has recently been taken back by the dealer in part exchange for another Galloway of this year's date, and the dealer found that in the lady's hands it had done no less than 40,000 miles, that it had never once been decarbonised, nor had any other repairs or replacements been made, and that no undue attention had been paid to it beyond greasing and oiling once a month. Yet such was its condition, mechanically and otherwise, that the dealer was able to re-sell it for three-quarters of its original list price.

That any two-year-old car should fetch 75 per cent. of its list price, is surprising enough, but after 40,000 miles in the hands of an unskilled amateur of the unmechanical sex...! It will give food for thought to those who say that long life in a car is of no practical benefit to the average owner. And, incidentally, for an ordinary poppet valve engine to run 40,000 miles without decarbonising must surely be a world's record.

VEGETABLE FUEL.

Field for Producer Gas.

It has been abundantly demonstrated that it is possible to run motor vehicles, motor-boats, and all small stationary engines on producer gas derived from many different types and classes of fuel, ranging from anthracite down to rice husk and corn cobs, and thus embracing both the mineral and vegetable fields.

It is often asked, however, what is the economical field of producer gas application. This is regulated by the comparative costs of fuel and labour. For instance, in Great Britain, where petrol, paraffin and other liquid fuels are comparatively cheap and labour dear, the use of producer gas for small power purposes is practically out of the question.

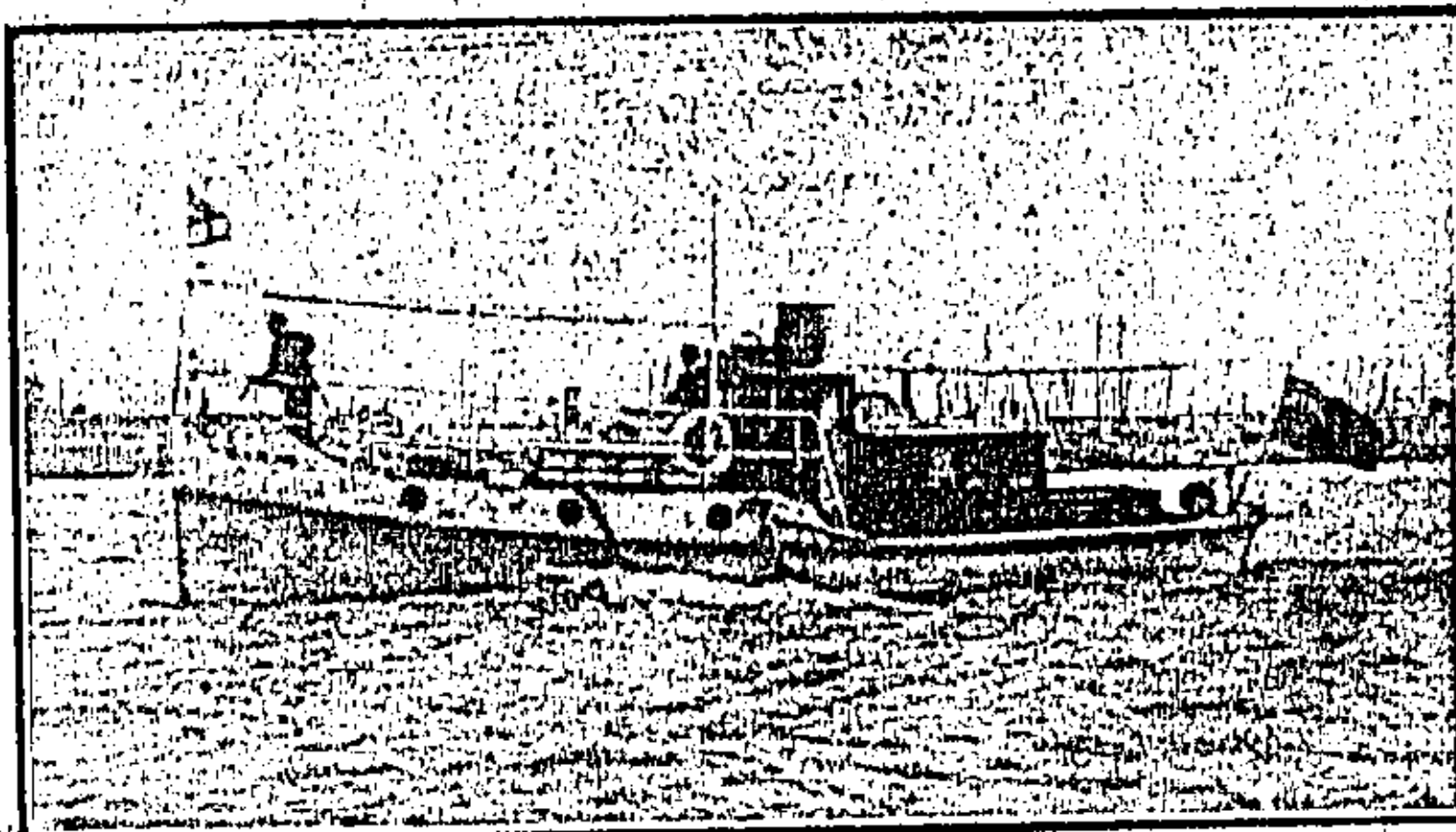
In countries where petrol and other liquid fuels are either expensive or difficult to obtain, while vegetable and similar fuels are plentiful, and the labour required for gathering and cutting them up to the necessary size is cheap, there is undoubtedly a wide field open for producer gas.

With every type of Producer there is always more labour involved than in an engine deriving its power from petrol or liquid fuel, but, fortunately, in those countries where vegetable and other fuels are plentiful, labour is generally cheap, and it is to those countries that the Compound Gas Producer, marketed by the Compound Gas Power Co., Ltd., Reading, England, appeals.

The Compound Gas Producer enables almost any form of vegetable fuel to be profitably employed in producing power, and the Producers, being light, small, and easily portable, can be adapted to practically any use, such as motor vehicles, motor-boats, stationary engines, etc. They have no working parts and need no water, and are therefore applicable in places where water is difficult to obtain.

Providing fuel is available locally, the cost of producing power from these plants, even including the labour necessary for cutting the fuel, is negligible, and must have a very great effect in opening up countries where transport, etc., is restricted owing to the high cost of and difficulty in obtaining liquid fuel.

GARDNER SEMI-DEISEL DRIVEN HARBOUR LAUNCH.



The M.V. "Tien Zeang," a launch equipped with a Gardner crude oil engine, has created much interest in Shanghai on account of the low operating cost, lack of vibration, simplicity of control, etc. These engines have come into prominence in Europe during the last few years, and many firms have modernised their steam or kerosene driven launches by installing this famous British power unit.

BROADCASTING TOOTS!

Horn Blowing Up-to-
Date.

The inestimable value of Radio in the commercial world is excellently represented by an incident which occurred recently.

The Sparks-Withington Co., of America, introduced a new motor horn known as "The Chimes," and it proved so excellent that they were anxious for it to be heard immediately in England by Messrs. Graham Amplion, Ltd., who manufacture Sparton motor horns in that country under Sparks-Withington patents.

Mr. H. G. Sparks, of the Sparks-Withington Co., consequently rang

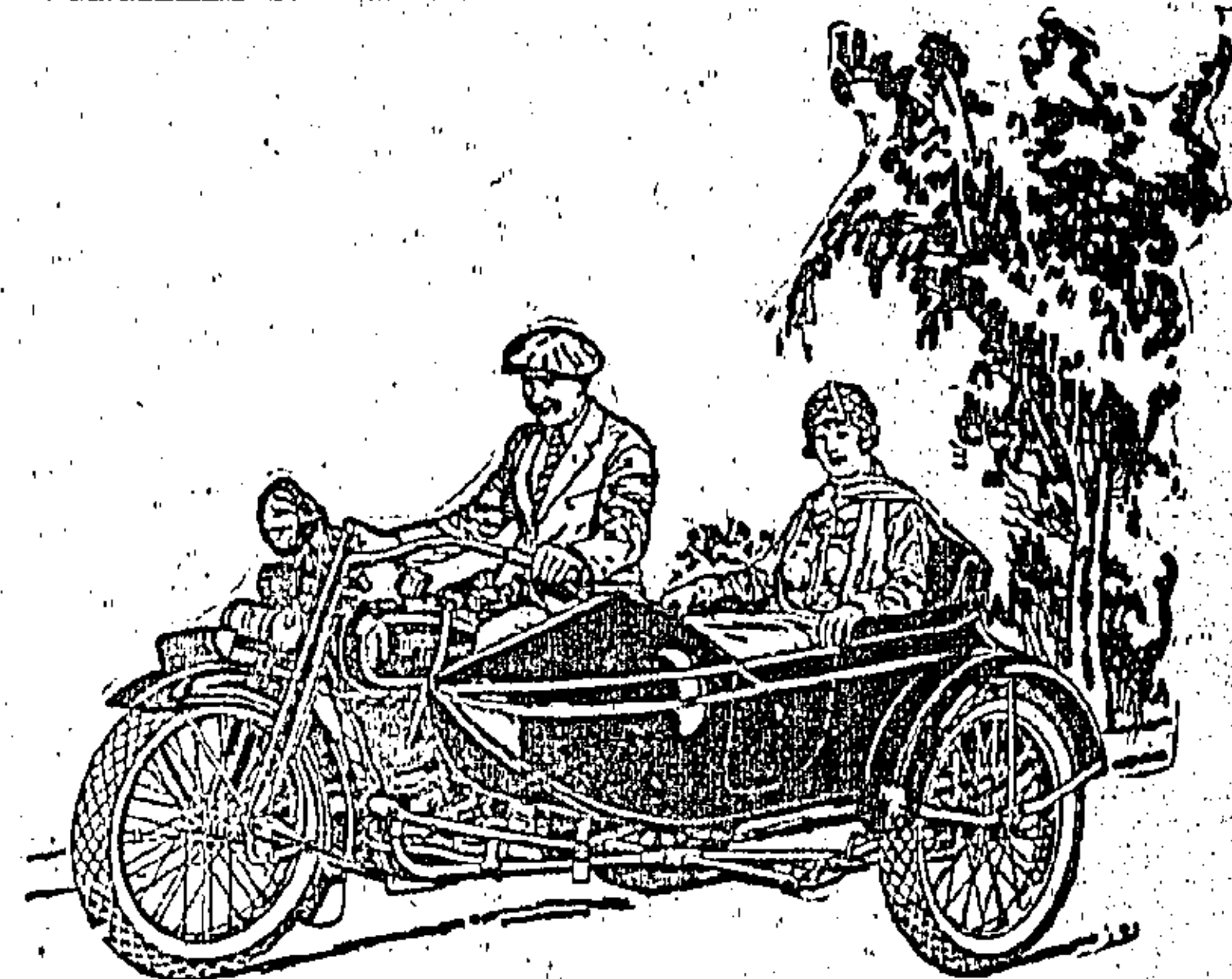
NEW TYPE PAVEMENT.

A Swedish inventor has produced a new type of pavement that, he says, will stand a greater weight than asphalt, will not be softened by heat and will not be made slippery in rainy weather. It's cheaper, too, he adds.

AMERICA'S NEW SPEED KING.



Here's the driver and the car he drove to victory in the Indianapolis speedway classic on Memorial Day—George Souders, a shy, unassuming youth, and his Deussenberg special. Souders, a former Purdue university student, won the \$20,000 prize as well as \$5,100 in lap prizes. Souders' victory came as a big surprise to the experts, who had not given him the barest chance. He now plans to return to Purdue and resume his studies!



We are pleased to announce that we have received another shipment of Harley-Davidson motor cycles by the s.s. "Empress of Asia" on June 28th.

The shipment comprises—

COMBINATIONS

BIG TWIN SOLOS

and the famous—

HARLEY SINGLES.

Side by side and overhead valve models.

BOOK YOUR MOUNT NOW.

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2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Sixty-One Years of Science Makes The Mobiloil of To-day.

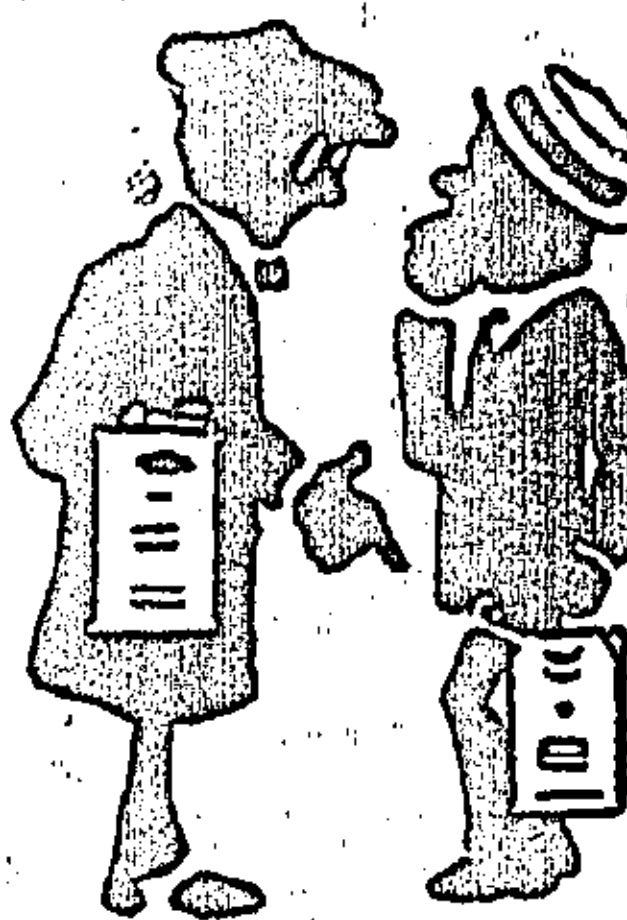
For centuries men broke their necks in futile attempts at flight. They tried to imitate what Solomon called "the way of an eagle in the air." No birdman of the early days bothered to discover the exact rules of science.

Langley built the first airplane in 1896. He built it with facts. He measured the air pressures required to hold heavy bodies in motion. He studied the vagaries of air currents.

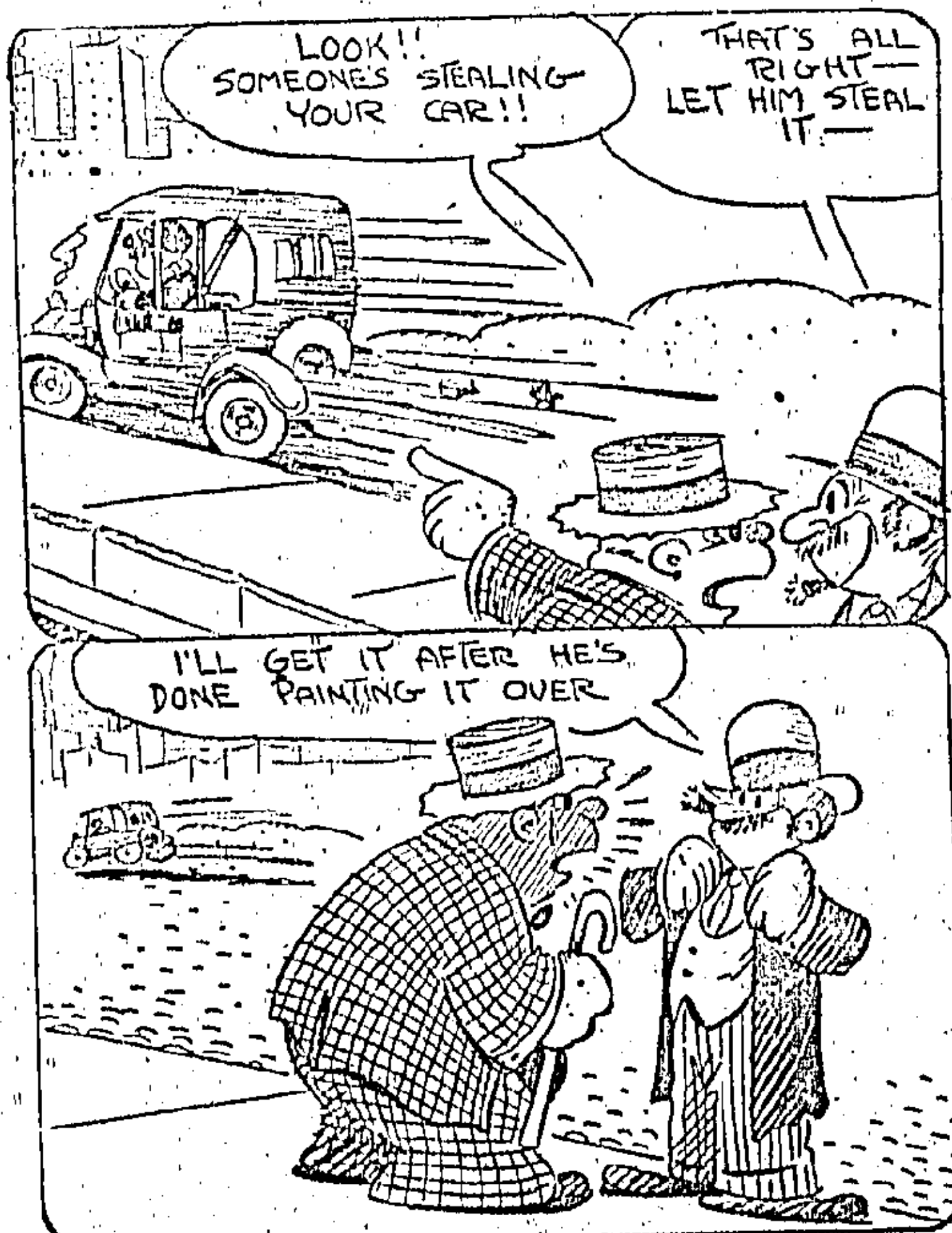
Thirty years before Langley, in 1866, the mineral oil industry was in its first beginnings. Refineries were crude and incomplete. No manufacturer used scientific or fact-finding methods.

The makers of Mobiloil were the first to put on the market a uniform, serviceable, wholly dependable lubricating oil... Finding the facts first, the Langley method of experiment, made this achievement possible.

Since 1866 the spirit of science and research has endured in our organization... We were the first to study automobile lubrication scientifically. First to produce different oils for different motors. First to expose the fallacy of "non-carbon" oils. First to chart lubrication with scientific exactness.

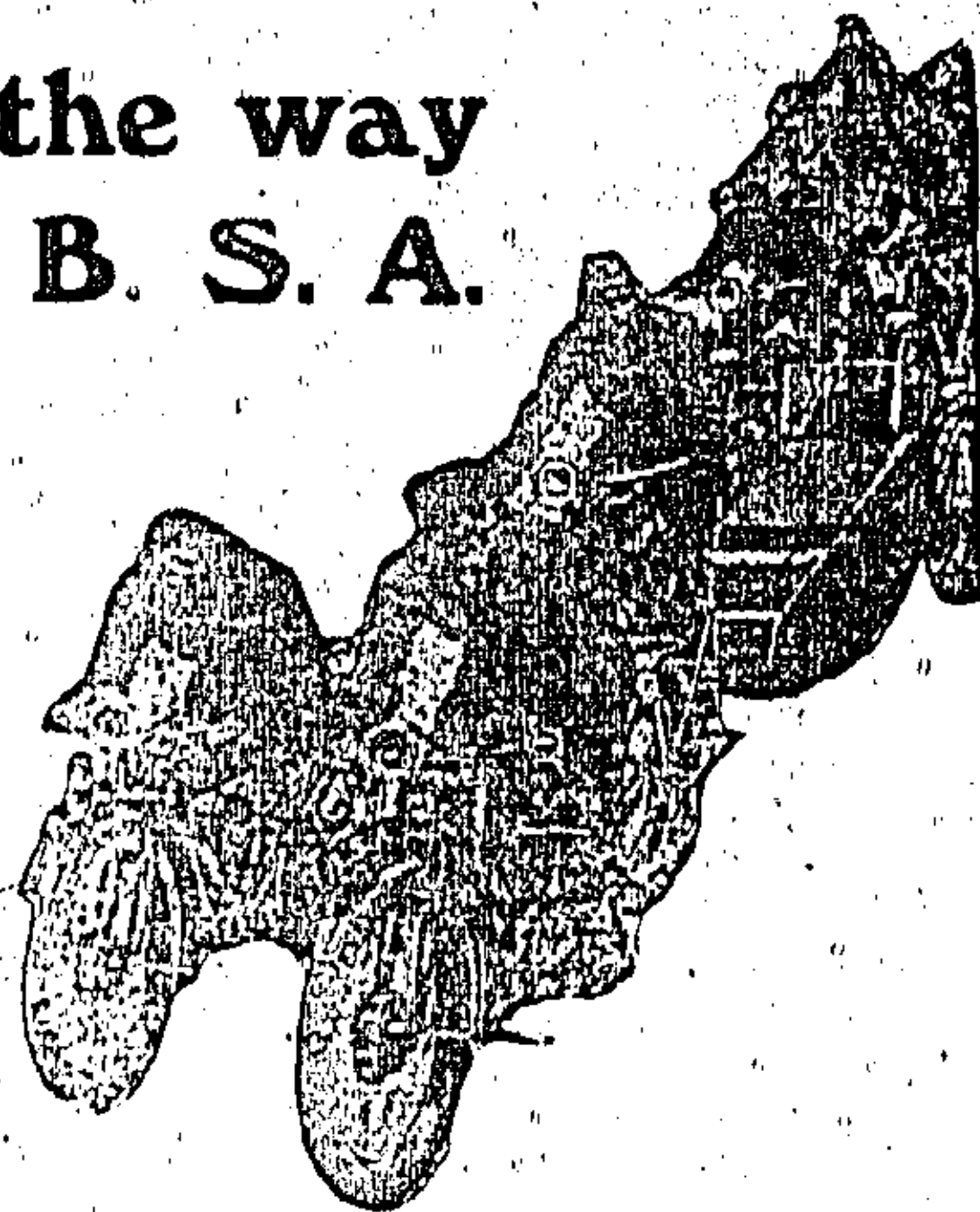


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you don't go to a ship chandler.
So when you buy a Motorcycle why
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**SELL THEM
SERVICE THEM**

and are able to give you the spares needed.

**WE SELL
WE SERVICE
WE HAVE THE SPARES.**

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Motor Cycle Accessories. in Stock.

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MANSLAUGHTER!

How a Solicitor Defines It.

[By Charles Greenwood, by arrangement with *The Motor*.]

The increase in the number of convictions recorded against motorists charged with manslaughter ensures that a critical examination of the constituents of this most serious offence will be of more than passing interest to all road users.

The increase in recent years in the number of convictions for what one may perhaps be allowed to term "motor manslaughter" is a striking example of the development of the jury mind. This conclusion is inevitably borne upon one by the fact that this increase in the number of convictions for this grave charge is out of all proportion to the increase in the number of vehicles on the road, even when allowance is made for the comparative inexperience of many present-day drivers. It therefore behoves all motorists to consider with some care as to what their position may be in the unfortunate event of their being involved in a tragic accident. In short, what is manslaughter?

If the death of any person be caused—

1. By culpable negligence arising in the performance of a legal duty owed to him, or the omission to perform such duty under circumstances which amount to such culpable negligence, or
2. During the performance of some illegal act by another person, then the person guilty of the neglect, or who has performed the illegal act, is guilty of manslaughter.

A Time Limit.

It is necessary, however, that the death should occur within a year and a day of the accident in question, otherwise the law raises an irrebuttable presumption that the death was due to some other cause.

In the application of head (1) to the motorist, we are faced with the difficulty that there exists no legal definition of culpable negligence, or gross negligence, as it is sometimes called, but it is plain that all motorists owe a legal duty to other users of the highway to drive their cars with reasonable care. If this reasonable care is lacking, and a death ensues as a consequence, can we say that the motorist is *ipso facto* guilty of manslaughter? Such a contention is difficult to support, but the motorist is certainly *ipso facto* put upon his proof to show that his negligence is not of so gross a nature as to justify a conviction for manslaughter. Judicial dicta on the degree of negligence include: "What the prisoner must be found guilty of is gross negligence or recklessly negligent conduct. However, the degree of care to be expected must have some relation to the subject and its consequences... there must be a certain moral quality carried into the act for which the prisoner is responsible... For mere mistake of judgment he cannot be found guilty." "Ordinary negligence does not make a man liable for manslaughter... it requires a high degree of negligence to make the offence manslaughter."

Qualified Negligence.

Negligence that would be sufficient to support a claim for damages in the civil courts may, nevertheless, be insufficient to support a prosecution for manslaughter in the criminal courts. There is no definite line between the two degrees of negligence, and it must be left to the jury to say whether, in their opinion, it is "ordinary" or "gross and culpable."

As an example of manslaughter falling under head (2) we may take the following: By virtue of The Motor Cars (Use and Construction) Order, 1904, Act 11, 6, it is illegal to drive a car that is in a condition that might cause danger to any person in the car or on the highway. If therefore, a motorist knowing his car is in a dangerous condition still persists in driving it, and eventually is responsible for the death of some person by reason of the car being in its dangerous state, then he will be guilty of manslaughter. Three further points of importance to the motorist arise in connexion with manslaughter. They are:

1. The act of the person accused must be the proximate and effective cause of the death of the person killed, but the contributory negligence of the deceased is no defence unless it negatives entirely the responsibility of the accused. As a consequence of this, if two cars are racing on the highway, and one driver is killed, then the other will be guilty of manslaughter.
2. The indemnity against third party claims comprised in insurance policies under the heading of "accidental injury" extends to cases in which the person insured has been found guilty of the manslaughter of the person in respect of whom the claim is made. In other words, such a policy protects its holder even where the claim

PENDINE SANDS.

(The famous Pendine Sands periodically come into prominence on account of speed trials held over them.)

Bounded on the one side by a rocky arm of limestone and on the other by the gaping mouth of the river Taf, the sands of Pendine form a six-mile feeding ground for seagulls. Here they have clamoured and fought for centuries, secure from interruption and scarcely ever seeing a man apart from a fisherman, who, as every seagull knows, is a slow-moving being, easy to evade and quite innocuous.

But of recent years this privacy has been invaded periodically by a far different species of the genus *homo*, and one who is not by any means slow moving. The seagulls circling overhead as the tide recedes see the brown-faced men, in the leather coats, and know that for a brief spell the feeding grounds will have to be relinquished to serve another purpose.

Each day, as the sands uncover, the seagulls see first one car, then another and another glide down the slip-way and chug along the water-logged surface. In spite of the rains, the mists, the sleep and snow their occupants throw out flags and posts and mallets and shovels, and between the tides work like trojans to place all the flags and posts in a straight line six miles long. Incomprehensible—to a seagull. Then there comes one memorable day when, with the sun shining brightly after driving away a snowstorm, a graceful but purposeful looking car is nursed on to the sands and placed on some planks at one end of the line of flags. The smaller cars withdraw to the edge of the sand dunes, and for a moment or two all movement is stilled, and Nature herself appears to be tensely awaiting man to achieve yet one more seemingly impossible feat. A sudden roar and a puff of smoke, and a swaying in the spectators like the passage of wind through corn. The gleaming car on the planks has leapt forward, and is already half-way up to the beginning of the measured mile. Swifter and yet more swiftly it flies until the surface water rises like a cloud of steam behind it. By the time it has reached the posts marking the commencement of the measured mile it is flying like a bird, and it covers the mile like a kingfisher crosses a pond.

The car comes to rest, the leather-clad men cheer, then depart, and the seagulls return wondering what it is all about.

NOW OIL IS TAXED!

Motorists in North Carolina have an additional tax to contend with—a tax on lubricating oil at the rate of four cents a gallon. A new law to this effect has just been passed.

is made in respect of a loss rising out of the commission of a criminal offence.

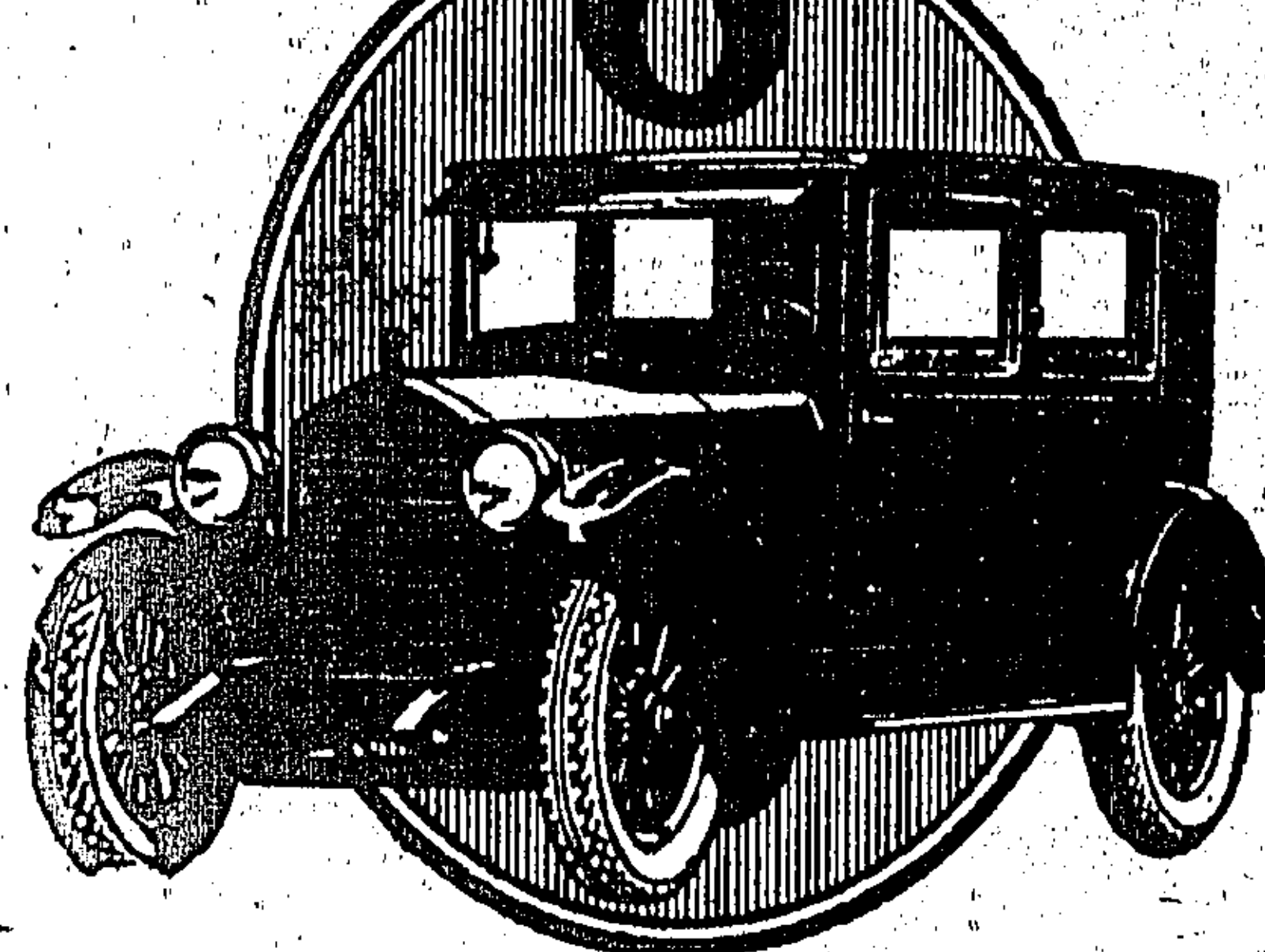
3. The offence can be proved although no one actually witnessed its commission. Evidence as to high speed whilst a car was approaching and had passed a spot on which a person was killed, indentations on the front of the car and the sound of the brakes being applied, has been held sufficient to enable a jury to infer a state of things entitling them to return a verdict of manslaughter against the driver of the car.

There is no recorded case of a motorist as such being charged with and convicted of murder, but it would not be safe to prophesy that the next ten or twenty years will not see the driver of a car standing in the dock on a capital charge. It is possible to imagine circumstances that would enable a jury in 1940 to convict on such a count—and that without any alteration of the existing law on the subject. This, of course, has no relation to a case in which a motorcar is deliberately used as an engine to destroy human life—that is murder beyond doubt—but is based on a hypothetical (but not impossible) instance in which a motorist is guilty of such conduct that he must be assumed to have realised that the inevitable consequences of his actions would be the causing of death or grievous bodily harm to some human being. This would imply that "malice aforethought" which is an essential ingredient of murder and would justify a conviction on that charge even at the present day.

The Attitude of Juries.

Yesterday a jury would have hesitated to convict for manslaughter in such a case. To-day that jury convicts on the minor charge without qualm or hesitation. To-morrow we may find it convicting—albeit with some little demur—on the major and gravest of all charges. It is not a pleasant thought.

ESSEX "6" COACH



The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker, and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company, that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	£\$1,150
Coach	5-seater	£\$1,150
Sedan	5-seater	£\$1,250

HUDSON SUPER SIX MOTOR CARS.

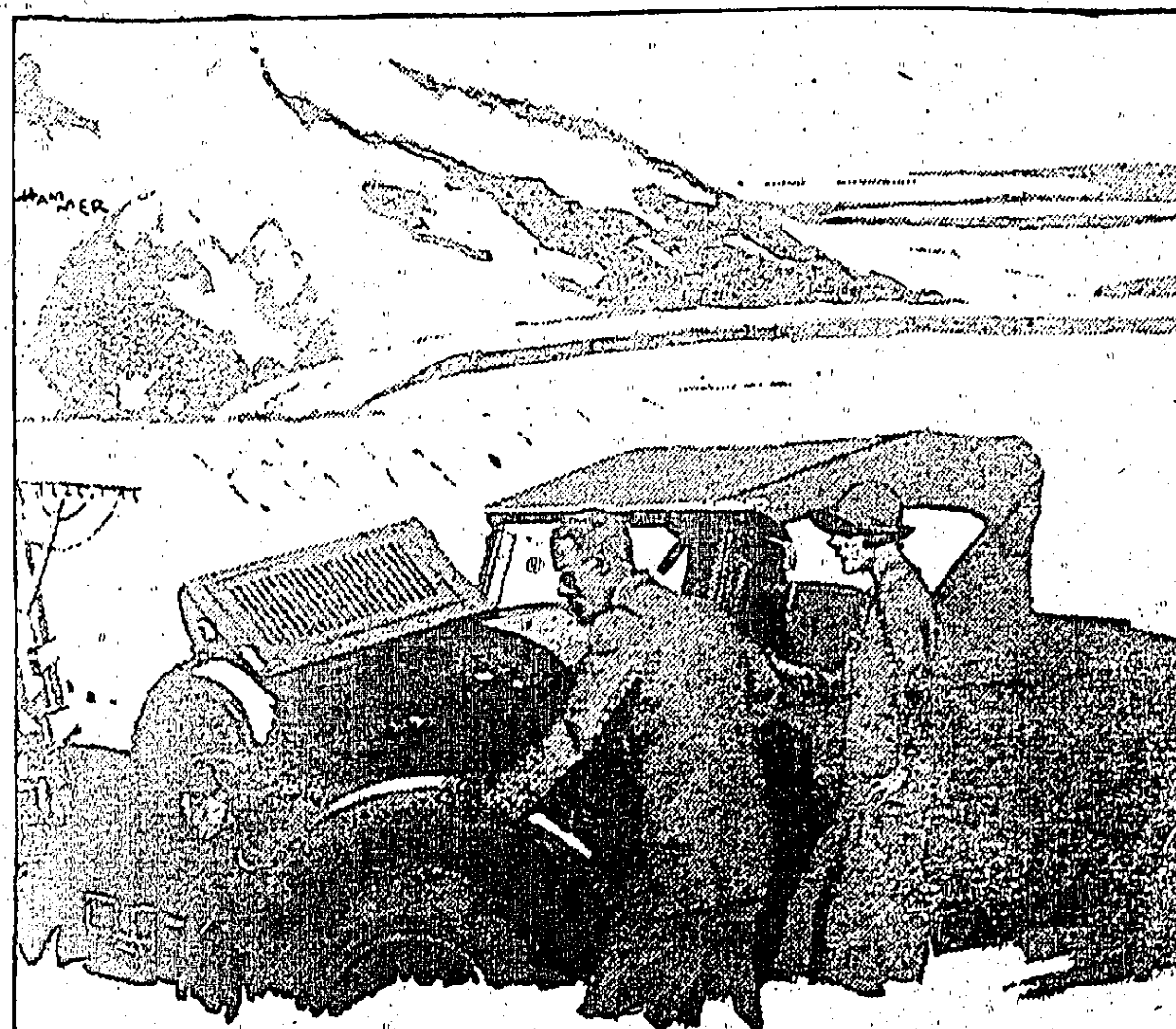
Touring	7-seater	£\$1,600
Coach	5-seater	£\$1,775
Sedan	5-seater	£\$1,880
Roadster	2-seater	£\$1,890
Brougham	5-seater	£\$2,080
De Luxe Sedan	5-seater	£\$2,270
De Luxe Sedan	7-seater	£\$2,375

The above prices are for delivery at your door in Hongkong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

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SOCONY MOTOR OIL

SOCONY SPRING OIL
STANDARD OIL COMPANY

FOR EASY RIDING
OF NEW YORK

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3.49 H.P., O.H.V.

WE have just received a shipment of these famous

SPORTS MOTOR CYCLES

AND SIDECARS

THESE SNAPPY MACHINES ARE NOW—

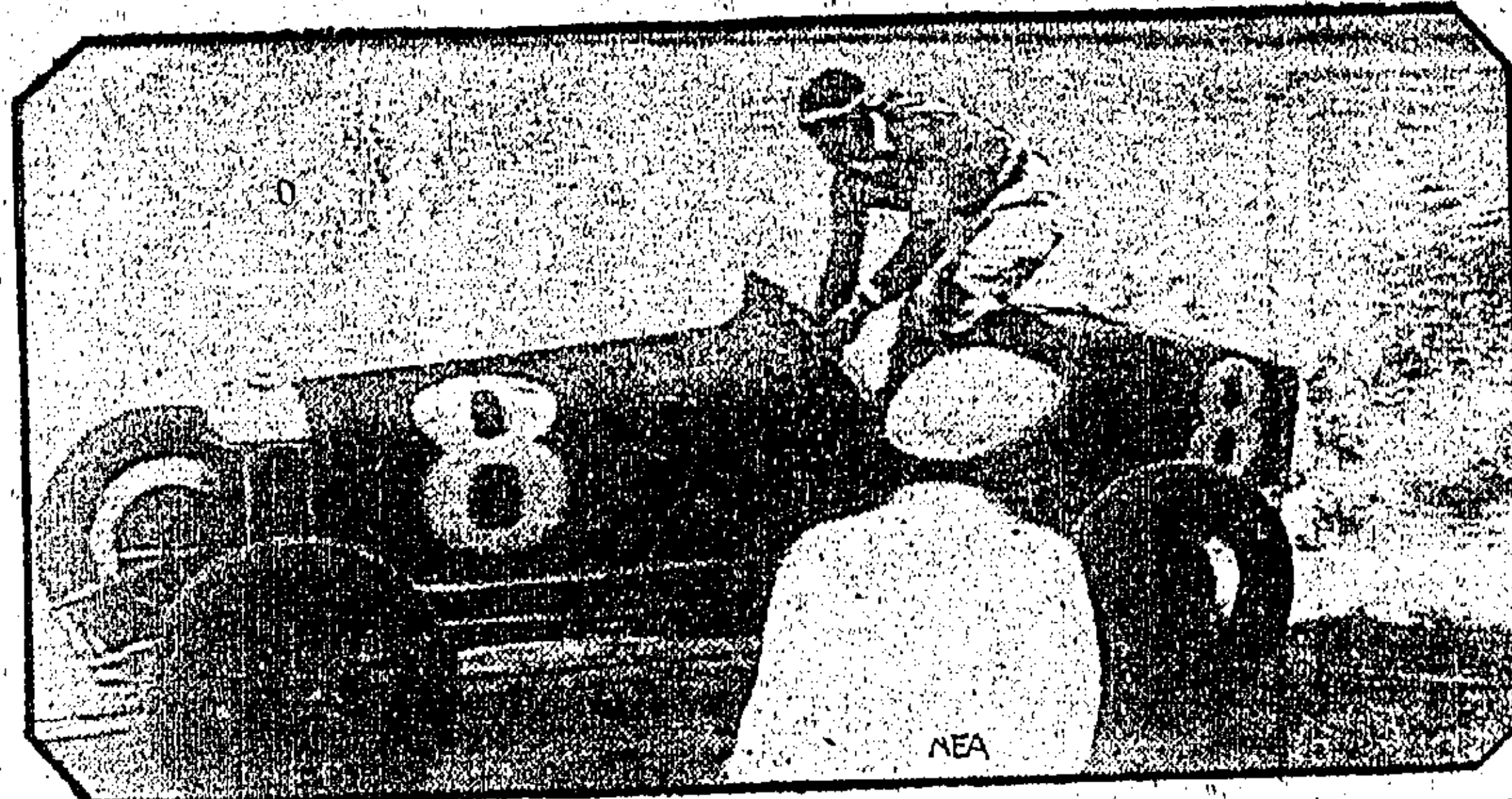
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IN OUR SHOWROOM. CALL AND SEE THEM EARLY.

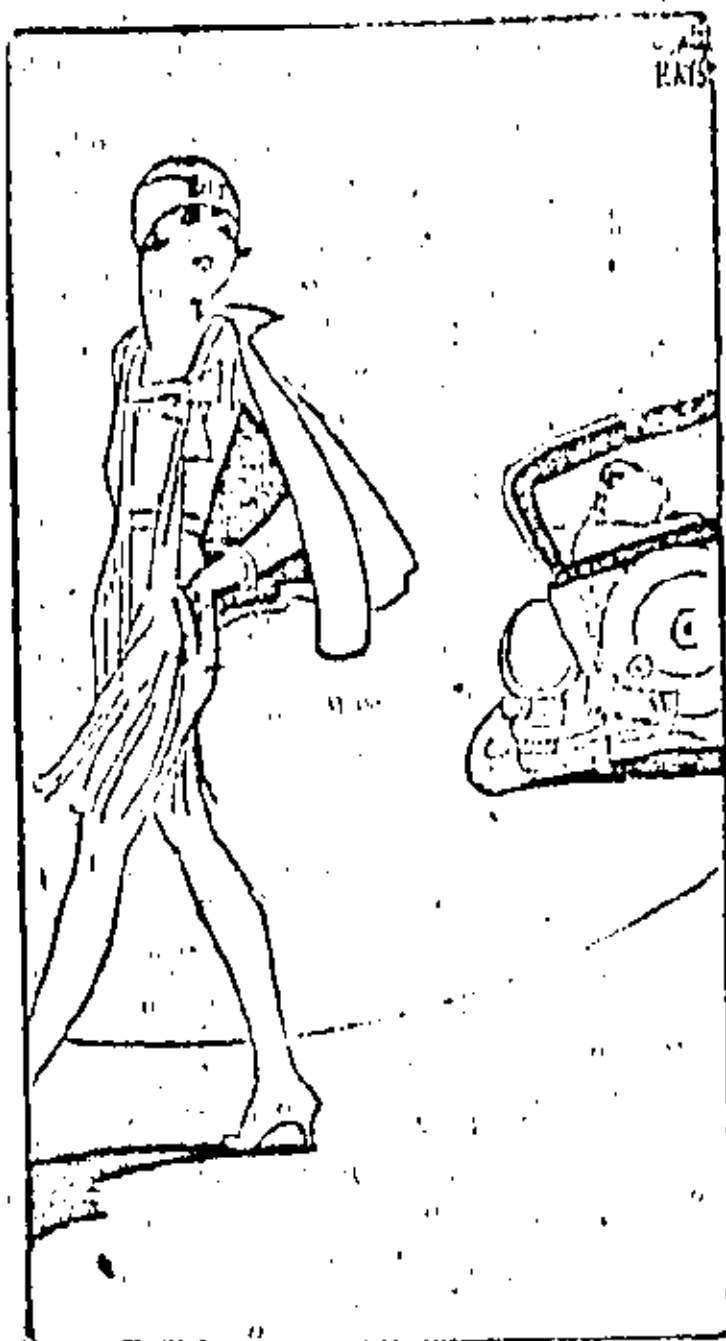
Lane, Crawford, Ltd.

SOLE AGENTS.

RACING CAR BURSTS INTO FLAMES.



Imagine your car catching on fire while racing along at a rate of speed close to 100 miles an hour! That gave Norman Batten his thrill on Decoration Day while he was driving in the annual 500-mile speed classic at Indianapolis. The photograph shows Batten standing in the driver's seat. Note the flames at the rear of the speeding car. Standing up, Batten drove his car off the track.



There's some good in everything—even a car that won't run.

A CHANCE FOR PEDESTRIANS.

[By Andrew Phillips in The Daily Mail.]

It is no longer possible for us to ignore the facts. The traffic problem in our great cities has to be solved. Not only is this necessary in the interests of pedestrians, who are, after all, in some respects God's creatures, but even in the interests of motorists.

Here I do not wish to be petting, fogging, and to lay undue emphasis on the damage done to radiators, wind screens and other parts by violent contact with pedestrians. We must always remember that the latter get the worst of such encounters. Nor need I dilate on the time lost by fast travelling cars when the owners have to give their names and a lot of personal particulars to a fussy officer of the law who interferes in a private piece of business between two citizens.

But I do want to point out to my fellow-motorists that if we study the graphs showing the number (a) one-hundred-per-cent. pedestrians, (b) motor-car homicides, (c) motorists for each of the last ten years, it will be manifest that in the not remote future (c) will exceed (a). That, of course, will mean an insufficiency of pedestrians to do what airmen call "the ground work" of motoring, and will result in much distress in automobile circles. In other words, the number of fatal accidents to pedestrians must be considerably reduced.

Don't Blame Him.

Now it is purposeless for us to go on railing at the pedestrian and saying that he is simply looking for an early death when he tries to cross the road. The perfect pedestrian has yet to be born. We must take him as we find him. Don't misunderstand me. I do not mean that we must take him in the middle of the back when he crazily attempts to get from one side of the Portsmouth road to the other. What we have to do is to accept his overdose of original sin as one of the plagues of modern days, and try to find a palliative for his enormities.

So far the suggestions made have been of little value. It is an acknowledged fact that road tunnels for road bridges find no favour with the pedestrian. That entails walking up and down a few steps, and with his ingrained hostility to motorists, he refuses to make even so small a sacrifice as this. Also all attempts to secure legislation whereby pedestrians were forbidden under heavy penalty to set foot in a roadway have failed and will fail, until the bright day dawns when we shall have "cleared out the Reds."

All that is left for us, is to fortify the pedestrian in such a way as to make him accident proof.

Gland Grafting.

One method of securing this result would be by making it compulsory for every pedestrian to wear a kind of diving suit, made entirely of rubber, which when inflated would render him able to bear with equanimity the most violent shock from a fast travelling car.

Here, however, we have to face the fact that all the armies in Europe would never enforce this decree on women. There might have been some hope in the case of our great grandmothers of the early Victorian epoch, when the dear dames were, so to speak, cloistered in their clothing. But now-a-days, with the feminine urge for leg display, it is a waste of time to consider the proposal.

A better idea in the suggestion to apply the Voronoff principle of gland grafting to pedestrians. Thousands of testimonials from gratified clients of Voronoff have attested the efficacy of his treatment in regard to the extension of life. There is no reason, then, why his method should not be em-

RACING IN ITALY.

1,000 Miles Road Course.

Long-distance road races are unusual these days, but in Italy the authorities are not adverse to contests of this nature. Probably the longest road race held for some years was the 1000-mile race held recently in that country. The course started from Brescia and ended at that place, the route going through Rome.

The winning car was an O.M., driven by Minoia and Morandi. They covered the distance in 21 hours 4min. 48.1-5 sec., an average speed of 47.7 m.p.h.

ROYALTY HELPS.

Second-Hand Car Show.

The English Royal Family believes in helping local industry in every way possible. At a recent second-hand car show where all the exhibits were for sale the car which attracted most attention was a 30/50 h.p. Rolls-Royce which the Prince of Wales sent along and which was to go to the highest bidder.

The price paid is not available, but it shows how the Royal Family is trying to help the motor industry solve one of its most difficult problems.

played to reduplicate, so to speak, life.

All the world knows that the domestic cat enjoys no fewer than nine lives. A gland taken from him, therefore, and grafted on to a pedestrian would in all probability confer on the latter the feline privilege. That would mean that he could suffer eight fatal motor accidents and still survive as a taxpayer. Even if the grafting were imperfect and he only "took" if I may say so, to the extent of four-ninths or five-ninths of the maximum, that would still mean that he had three or four spare lives which he could subscribe to the great pastime of motoring.

Motor-Proof Pedestrians. I must here admit frankly that I have not sufficient scientific knowledge to speak authoritatively on this subject, but the experiment would be well worth trying, and I recommend it heartily to the A.A. and the R.A.C. Perhaps, with a little encouragement, their scouts would be willing to undergo the test in the interests of science and the race of motorists.

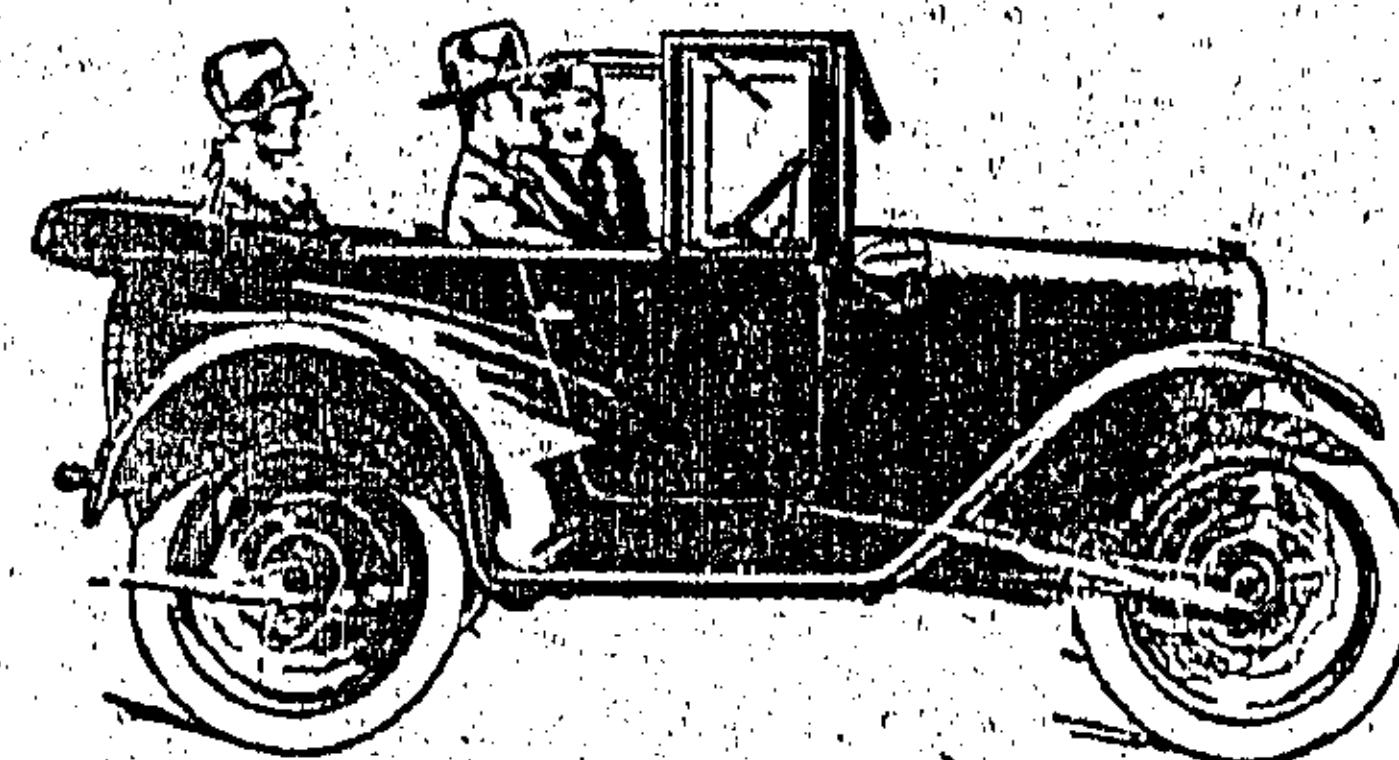
If, however, for some reason or other the foregoing is found impracticable, there is one solution of the problem on which to fall back. It is this: We must breed a race of automobile-proof pedestrians.

The idea came to me, I will admit, when reading of the plat experiments and achievements of the late Luther Burbank and other botanists. When it is remembered that by careful selection they were able to grow spineless cacti, seedless oranges, frost-resisting wheat, and the like, it is obvious that the same principles applied to human beings would produce a race that could stand up to a furious Ford and suffer no damage.

The method employed would be, no doubt, to comb the country through and obtain a census of all the people who had been knocked down by motorists and had come through more or less unscathed.

An act of Parliament would then enforce intermarriage among these splendid hardy folk. Their characteristics would be transmitted in an intensified form to their descendants. And in a few generations the country would consist of motorists and those whom motorists could not injure. What would have become of the other pedestrians? you ask. Oh, that's all right. We motorists would by then have dealt with them.

THE "AUSTIN SEVEN"



Only takes a day's wages to run it for a month. Not a month's wages to run it for a day! The only car which you can run and save money at the same time.

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ESSEX SUPER SIX MOTOR CARS

17.32 H.P.—110-inch wheelbase—144.67 cubic inches piston displacement.

Roadster	2-seater	GS 980
Touring	5-seater	GS1,150
Coupe	2-seater	GS1,150
Coach	6-seater	GS1,150
Special Coupe	2-seater	GS1,180
Sedan	5-seater	GS1,250

DODGE BROTHERS MOTOR CARS

24.03 H.P.—116-inch wheelbase—212.27 cubic inches piston displacement.

Roadster	2-seater	GS1,100
Special Roadster	2-seater	GS1,150
Rumble Seat Sport Roadster	4-seater	GS1,250
Touring	5-seater	GS1,125
Special Touring	5-seater	GS1,175
Sport Touring	5-seater	GS1,210
Touring	7-seater	GS1,320
Special Touring	7-seater	GS1,370
Coupe	2-seater	GS1,275
Special Coupe	2-seater	GS1,325
Sedan	5-seater	GS1,325
Special Sedan	5-seater	GS1,375
De Luxe Sedan	5-seater	GS1,500

HUDSON SUPER SIX MOTOR CARS

29.40 H.P.—127-inch wheelbase—288.60 cubic inches piston displacement.

Touring	7-seater	GS1,600
Coach	5-seater	GS1,775
Sedan	5-seater	GS1,880
Rumble Seat Sport Roadster	4-seater	GS1,890
Brougham (Custom Built)	5-seater	GS2,080
Sedan (Custom Built)	5-seater	GS2,270
Sedan (Custom Built)	7-seater	GS2,375

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.

Phaeton	5-seater	GS2,665
Rumble Seat Roadster	4-seater	GS2,765
Sedan	5-seater	GS2,765

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.

Touring	7-seater	GS3,215
Coupe	4-seater	GS3,215
Club Sedan	5-seater	GS3,255
Sedan	7-seater	GS3,685
Sedan Limousine	7-seater	GS3,495

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH WHEELBASE.

Phaeton	5-seater	GS4,185
Rumble seat Roadster	4-seater	GS4,290
Sedan	5-seater	GS5,300

MODEL 343—STRAIGHT-EIGHT—143-INCH WHEELBASE.

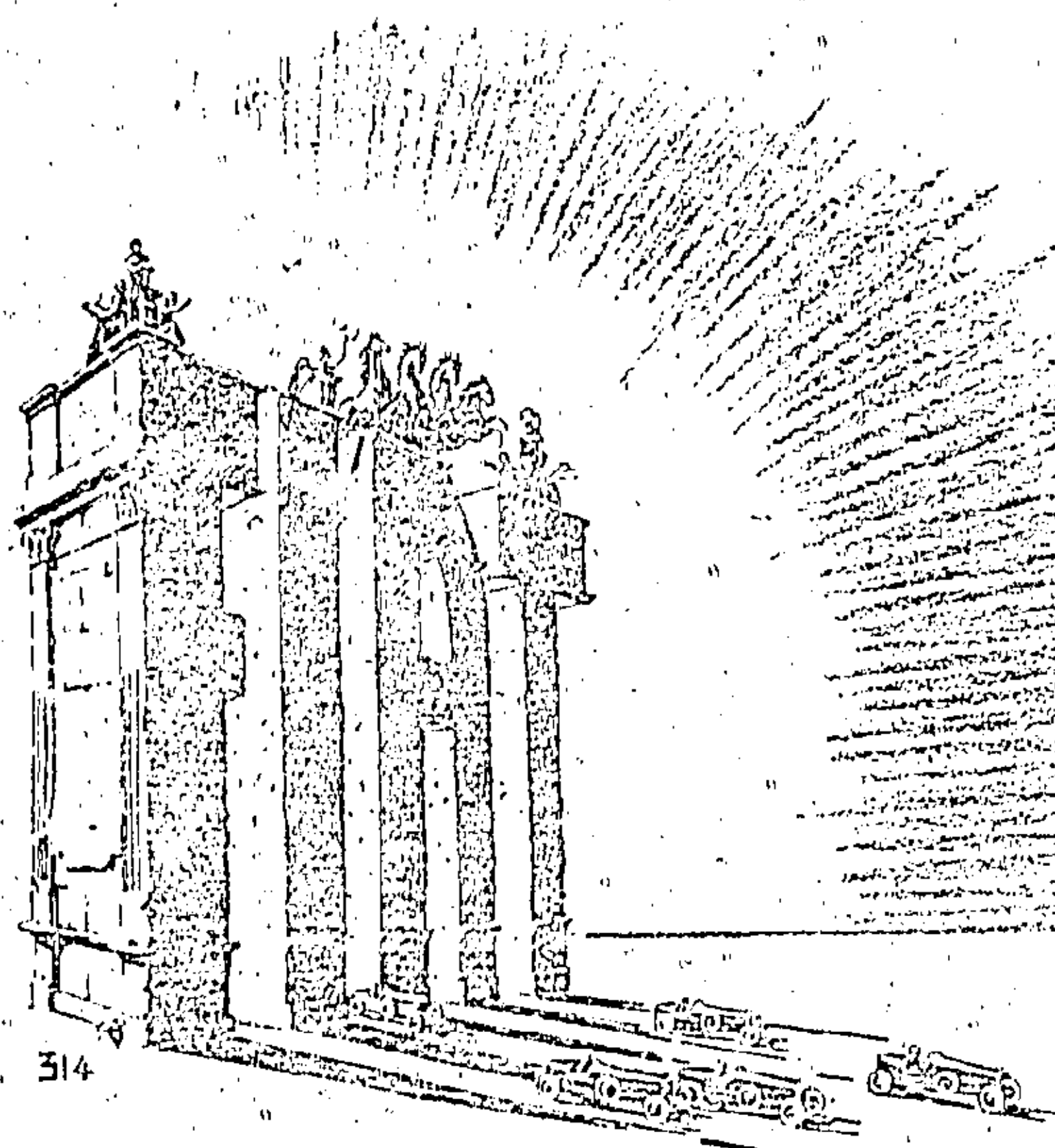
Touring	7-seater	GS4,430
Coupe	4-seater	GS5,370
Club Sedan	5-seater	GS5,510
Sedan	7-seater	GS5,925
Sedan Limousine	7-seater	GS5,725

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 1246 or 1247.

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The Triumph of The FIAT.

in the Italian Thousand Miles Race, and the race for the Lake of Garda Trophy.

1st, 2nd and 3rd Places won by FIAT 509

The "509" and other recent FIAT models can be seen at the new FIAT Showroom, 67, Des Vœux Road.

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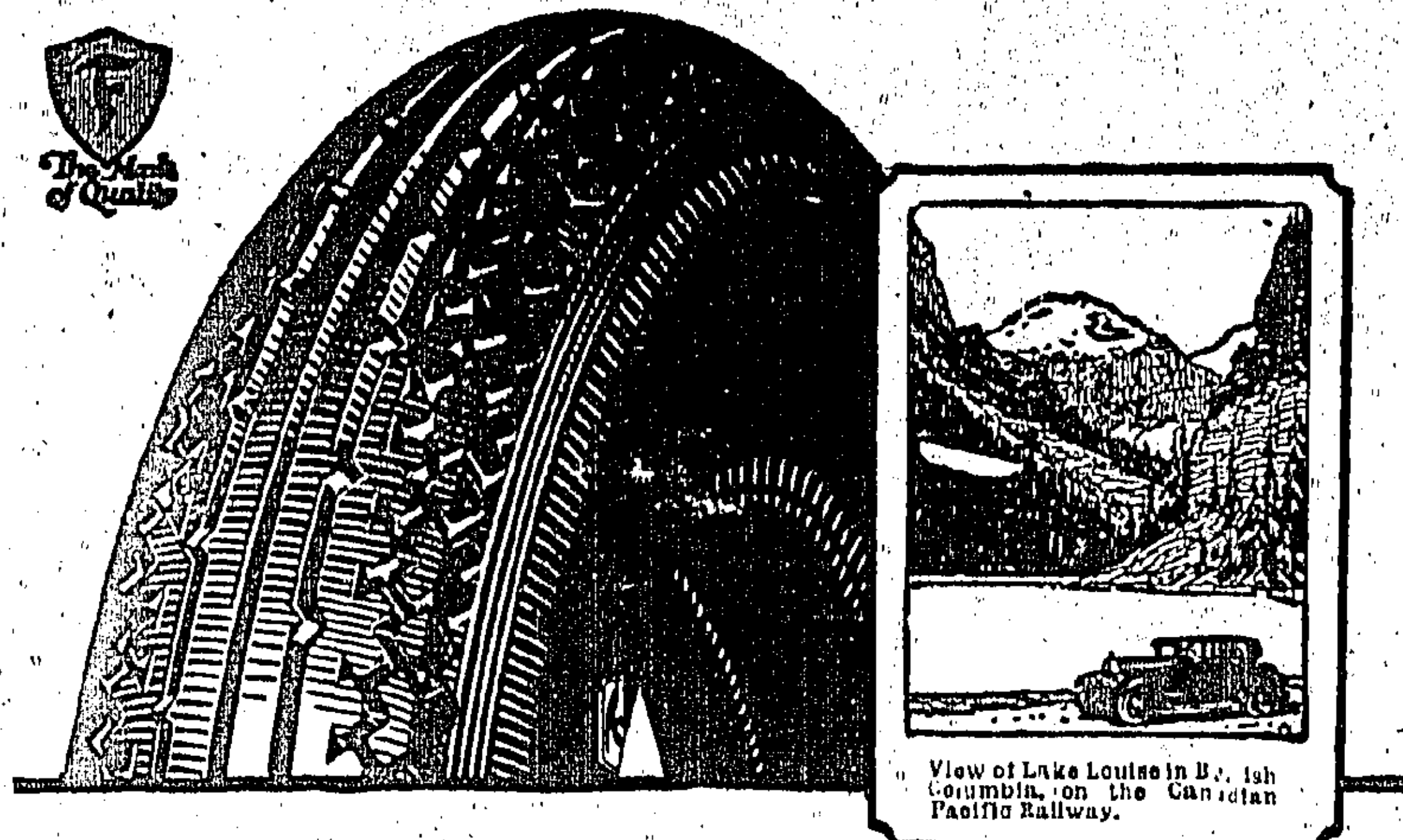
BUS FLEETS LARGER.

At the beginning of this year there were throughout the United States 79,805 buses, running in

the service of 21,908 operators. This compares with 69,425 buses in the hands of 21,692 companies in January, 1926.

MILLIONS FOR ROADS.

Efforts are being made in Texas to have a \$100,000,000 road fund taken up by the legislature and approved by the people.



"DOMINON" in the Tyre Field!

Firestone leadership is based on close adherence to the idea of extra tyre quality without extra cost.

And high among those engineering principles which have won a worldwide following, is the Firestone process of Gum-Dipping. This insulates and impregnates every

strand of every cord in rubber, and gives remarkable strength with flexibility.

The motorist who fits his car with Firestone Full-Size Balloon Tyres has abundant proof that he will enjoy safety, comfort and trouble-free travel at surprisingly low cost.

Made Within the Empire.

Firestone

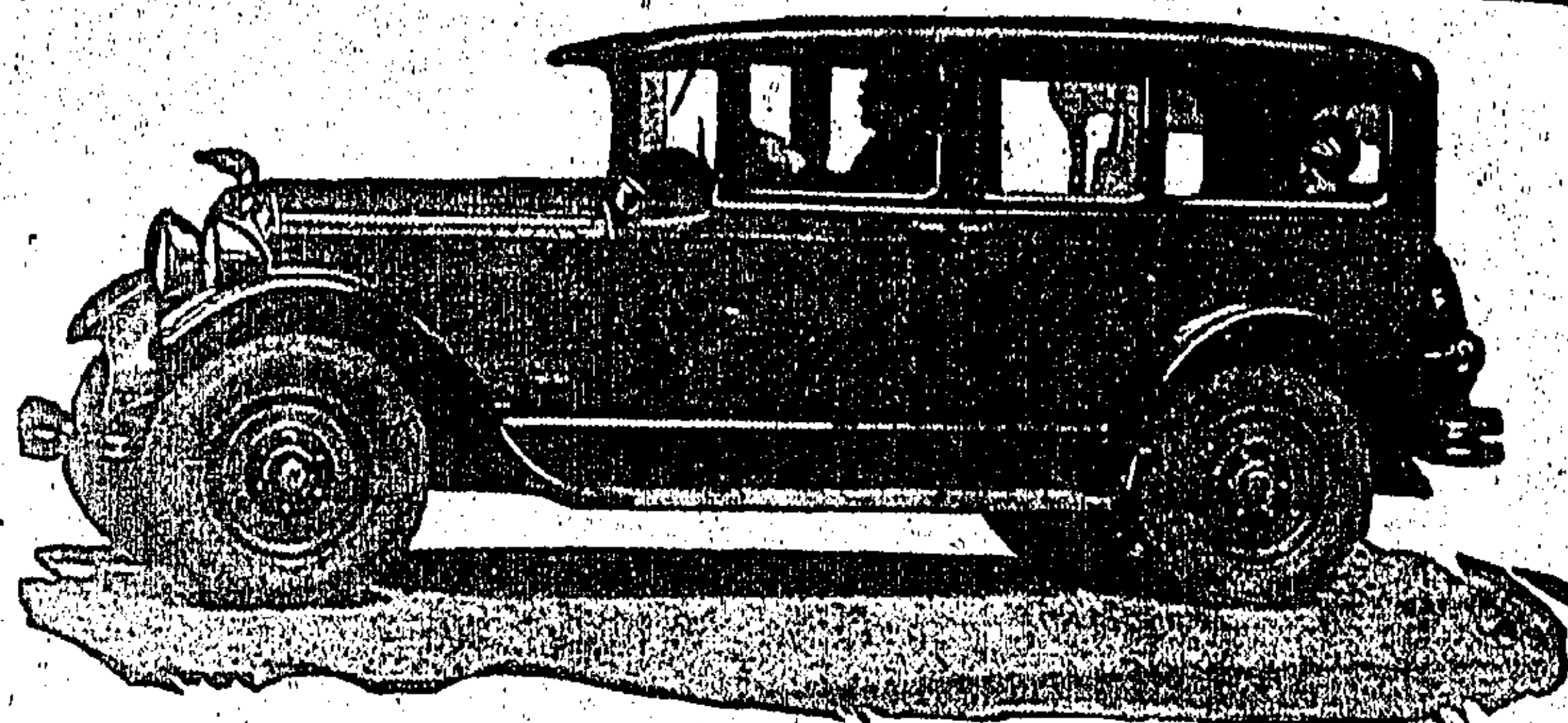
FULL-SIZE GUM-DIPPED BALLOONS

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

THE STUDEBAKER "PRESIDENT" LIMOUSINE.



Custom design and the welded steel body have given this car low-swing graceful lines. It is offered in three combinations of colours.

FRENCH FUEL SITUATION.

Search for Petrol Substitutes.

The French Government appears to be afraid of its own plan for creating a State monopoly of the importation and sale of petrol. A law should have gone into effect in March whereby the State or some company under the direct control of the State, should have had the exclusive right to import petrol into France. It has been declared that the time is not opportune for such a measure, and as a consequence the Government will ask Parliament to postpone the application of the monopoly until April 1, 1929.

In all probability the matter will be definitely shelved, for the capital necessary for such an enterprise will not be readily forthcoming, and the Government does not possess any of the machinery necessary for the distribution and sale of petrol throughout France. At the present time half a dozen important groups, mostly English or American, import petrol into France under Government licences, one of the obligations they have to fulfil being the maintenance of adequate stocks at certain points as a guarantee against shortage in war. In four years the producer gas vehicle has been developed to such an extent that it is perfectly practical for lorry service and can be applied to passenger cars. It is not generally known that in case of necessity the whole of the French army motor transport service could operate without any foreign supplies of fuel. Much yet remains to be done in the development of liquid substitutes capable of being used in passenger cars without any mechanical changes.

A move of great importance has just been made towards the production of motor fuel from coal by the formation of a very powerful company combining practically the whole of the mine owners in the Pas-de-Calais, the North, Sarre, and Moselle mining regions.

This company, with a capital of five million francs, which can be increased to 25 millions at the decision of the council, has for its object the chemical treatment of coal and lignite and their solid, liquid, and gaseous derivatives to produce synthetic petrol. The president of the company is the general manager of the Mines de Lens, and the board of directors comprises the managers of practically all the well-known mines in France.

While these important schemes are being developed, French motorists are growing more and more dissatisfied at the price they are having to pay for petrol and at the way they are being treated by the foreign-controlled petrol companies.

A short time ago there were important reductions, prices being brought down practically to the level of those prevailing in England. It appears, however, that this was merely the outcome of competition between the various importers, and an understanding having been reached, substantial increases were imposed on two occasions. There has recently been a trifling reduction of 10 centimes per litre—announced as an important concession to the public—but even with this the retail price in France is nearly 60 per cent higher than in England.

The cheapest rates are those in force just outside the city of Paris, where 6 litres from a pump cost 12 francs. At present exchange rates this is equivalent to a fraction more than 1s. 9d. a gallon, whereas the price in England is only 1s. 3d. or even less.

WHAT AN INSULT!

George T. McDermott of Topeka, Kas., got an offer of only \$319 for his old bus. That was so outrageous that he bought a new car outright, built a \$400 special garage and installed the old car in it, to remain there for the rest of its days.

TAXING MOTOR CARS.

RECOMMENDATION TO BASE IT ON HORSE POWER.

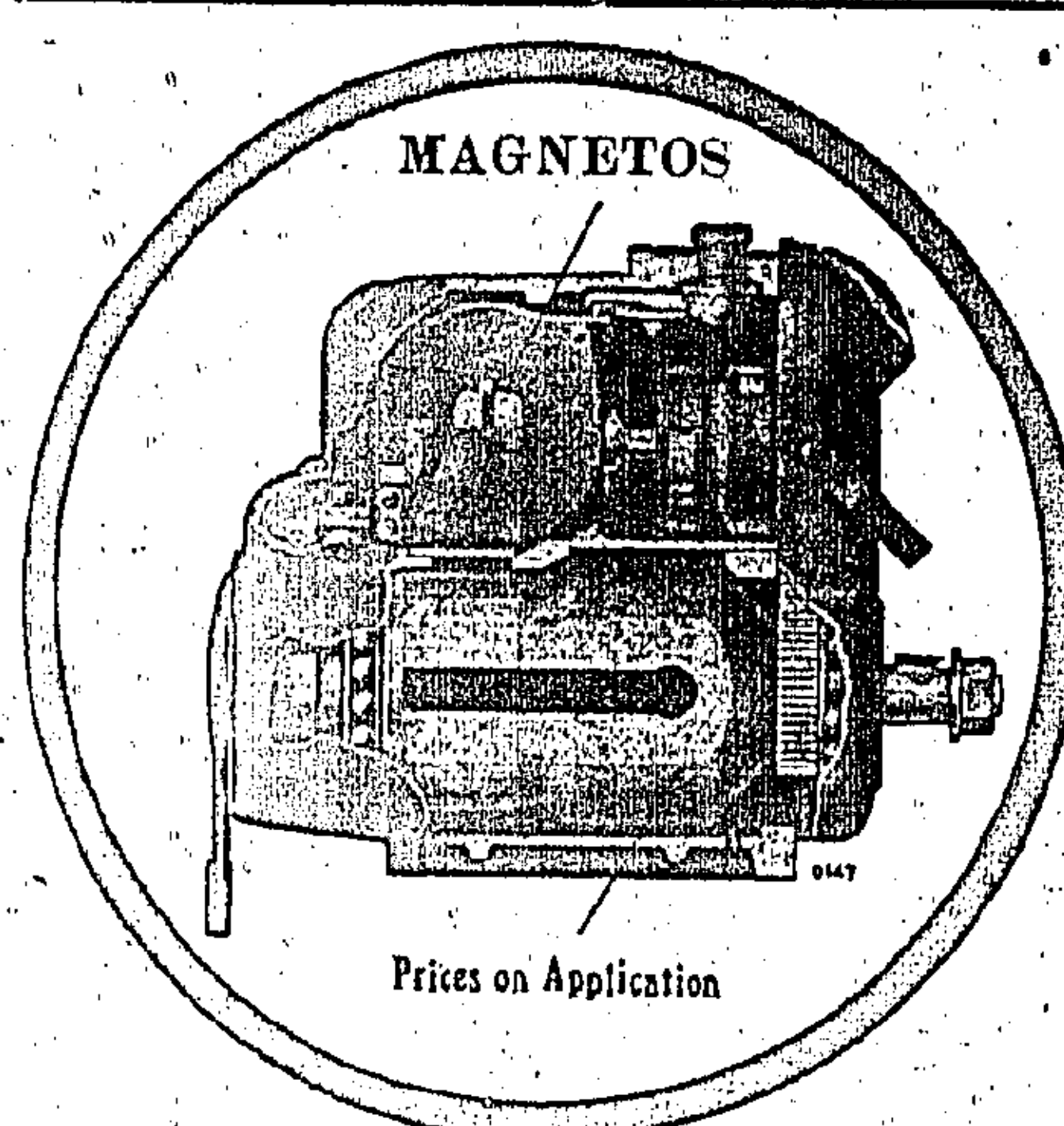
Important recommendations as to revising the present system of taxing motor cars are contained in proposals of committee No. 1 of the Singapore Municipal Commis-

sion which state:—

In view of Government's objection to a petrol tax recommended that the Commissioners should agree to adopt a tax based on horse-power for private cars and cars registered as hackney carriages at the scale recommended by the Government committee on automobiles subject to a supple-

SCINTILLA

MAGNETOS



Prices on Application

THE HONGKONG HOTEL GARAGE.

Queen's Road, C.

Telephone C. 4759.



mentary tax for cars registered as hackney carriages, and that all cars registered outside Singapore should pay the difference between their own supplementary tax and Singapore supplementary tax before utilising Singapore roads.

The committee also approved the Registrar of Vehicle's recommendation regarding classification of motor buses for routes according to condition of bus.

It was also decided to recommend that the present maximum licence fee for motor buses be increased from \$200 to \$300 per annum, the actual sum to be charged being left to the discretion of the President and the Registrar of Vehicles.—Ex.

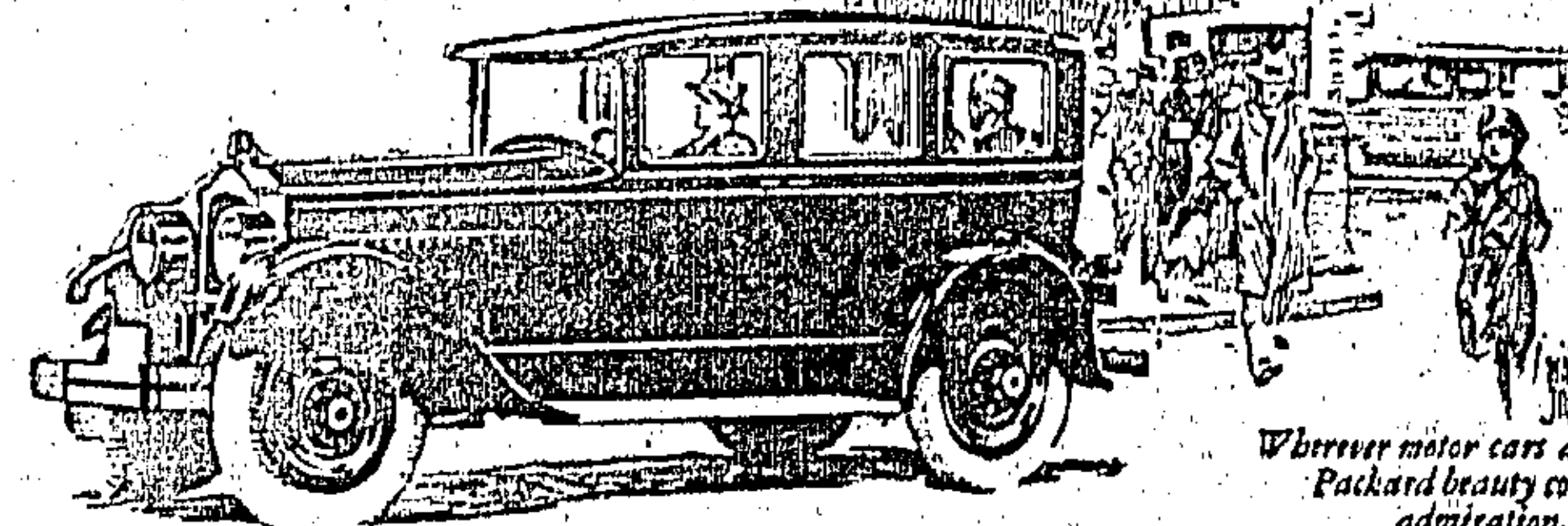
PACKARD

As the Woolworth Building has defined the trend of architecture for metropolitan business structures, so Packard has established a fashion standard for good motor cars.

Clean, straight lines, exquisite attention to interior niceties and quality fittings throughout, have added that smartness to traditionally brilliant performance which explains Packard's continued domination of the quality field.

Only the designers know the strength of those choicest steels which are concealed beneath the beautiful exteriors of car and building.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD
HAPPY VALLEY.



Wherever motor cars are driven Packard beauty compels admiration.

ONLY PACKARD CAN BUILD A PACKARD

QUICK STARTING **NON WASTING** **HEAT RESISTING**

SHELL MOTOR OIL (BLENDED)

SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

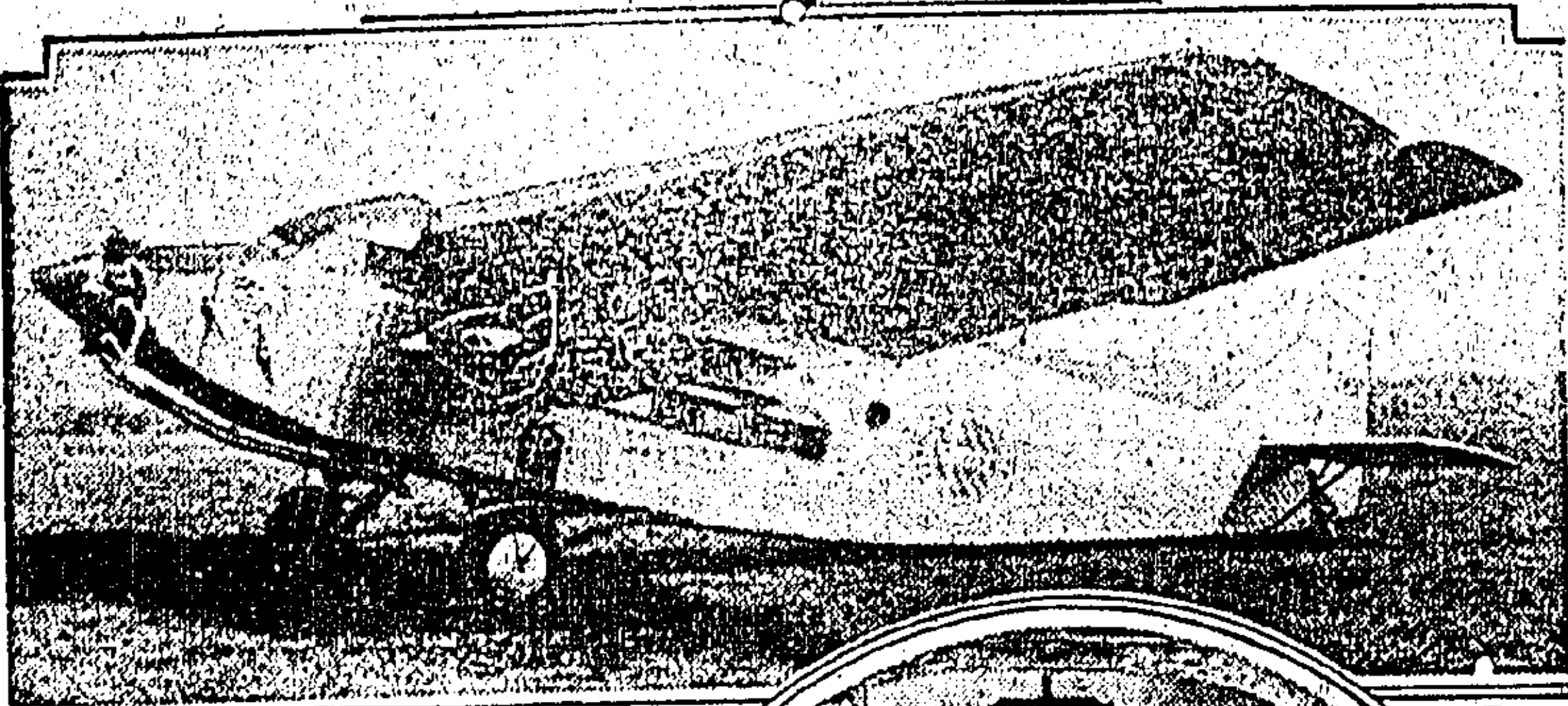
1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,
ASIATIC BUILDING.

AS GOOD AS SHELL SPIRIT

FORD BUILDS "PULLMAN OF THE AIR."



Detroit, June 7th.—Henry Ford, who reduced automobiles to their lowest common denominator and filled the American countryside with 15,000,000 of them at bargain-counter prices, is going to follow a diametrically opposite course with his airplanes.

He is not going to build any "air flivvers." He is not going to go in for quantity production of small planes at low prices. The plane that interests him is the big plane, the expensive plane, the plane that can never be turned out in quantity production.

Ford disclosed these facts here in an interview given while the fifteen millionth "model T" Ford was being finished. In his interview the famous manufacturer took occasion to pay his respects to Captain Charles Lindbergh, hero of the New York to Paris flight.

"He Knows."

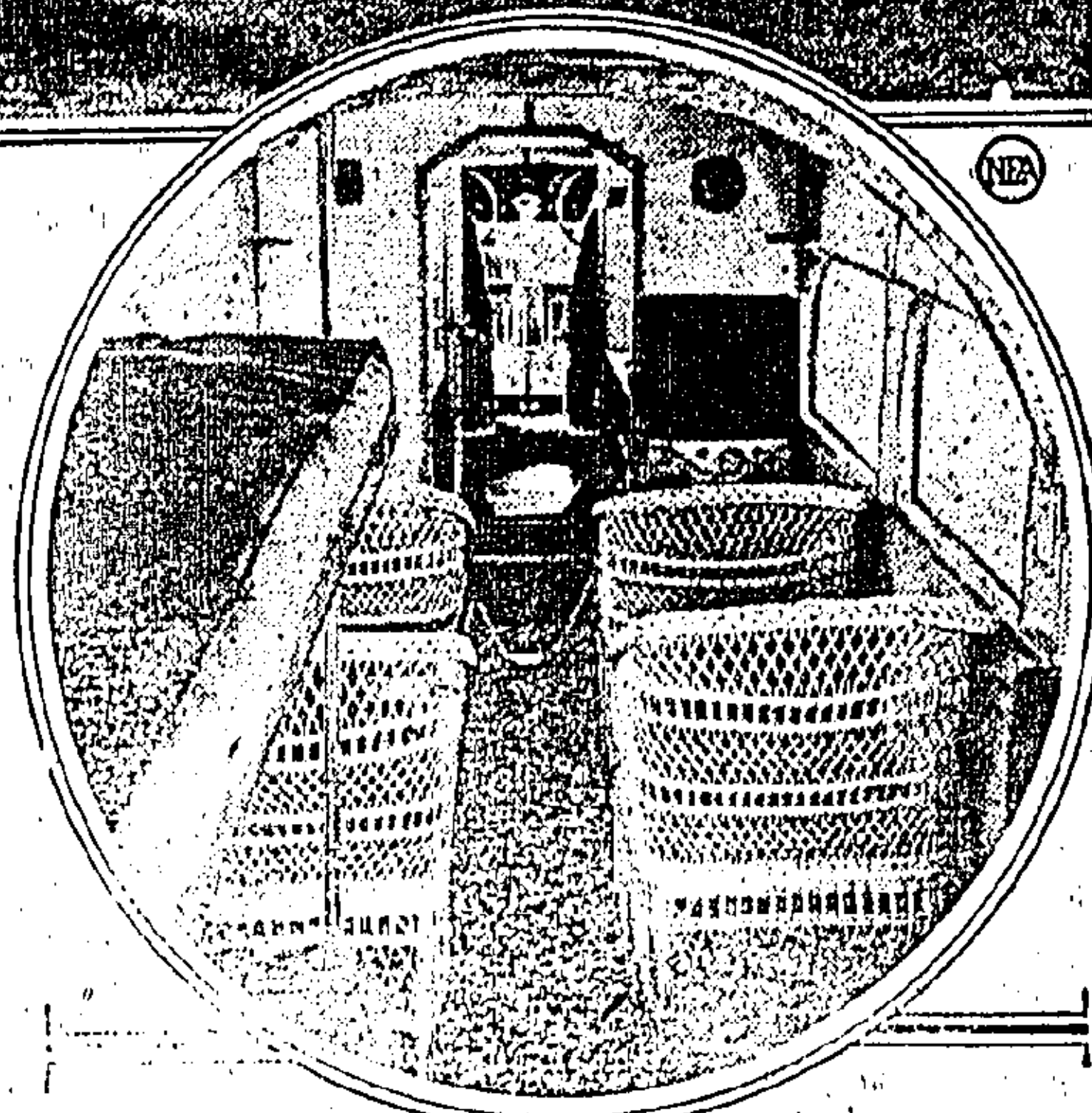
"What does his flight mean?" he repeated in response to a question. "It means a lot. It means, for one thing, that here in America we have at least one boy who knows that he knows what he knows."

With that cryptic remark Ford was silent for a moment.

"Now that you have cluttered up the streets with Fords," a reporter said, "people are expecting that you will begin to clutter up the sky with airplanes."

"But I am interested in larger planes—real planes, planes that will carry 100 to 200 passengers, planes that will fly in any kind of weather, in any season of the year, planes that will go anywhere and any time. That is the only kind of plane in which I am interested."

"Will you build such a plane?" he was asked.



This big "aerial Pullman," recently built at Henry Ford's airplane factory for the Standard Oil Co. of Indiana, is believed to give a faint hint of the kind of planes Henry Ford will build some day. The upper picture shows what the plane looks like; below is the interior. Note the berths, the rows of easy chairs and the pantry and kitchenette between the main cabin and the pilots' compartment.

Studies Problem.

"Well," he replied, "Edsel and I have talked about it. We have been studying the question. If a million dollars would build such a plane, someone would start the manufacture of them at once. But such planes would cost a lot of money. They are coming however, just as surely as the fast trains came to succeed the stage coach. Air travel can be made just as safe as any other kind of travel. The Lindbergh flight has proven that it is feasible to cross the ocean with passenger traffic."

"If one man can safely fly across the ocean, 100 men can be carried across safely in a passenger airplane."

At Dearborn Ford proudly brought out the first car he ever made—the odd-looking thing that was put together 34 years ago.

Ford recalled that he had sold one of his first cars for \$160. Someone suggested he could still sell them if he reproduced them to-day.

"I guess I could," he said. "A few, anyway."

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

CARE OF THE HORN.

It is unreasonable to expect a horn to work forever without attention, for it is nothing more than a tiny electric motor which drives a noise-making machine. Some makes of horns are claimed to have their bearings lubricated for life, but most of them require oiling. The motor part of the horn is covered with a sheet metal cover, the removal of which gives access to the parts. The commutator should be cleaned, by holding against it a small pad of cloth very slightly moistened with kerosene, while the horn is being blown, until no more dirt comes off. Two or three drops of light oil should be placed in the two holes, one at the commutator end of the shaft and the other near where the shaft enters the sound box, but too much oil should be avoided as it may soak the armature windings. Dirt on the inside of the cover and elsewhere should be removed. If the tone has become too high pitched, it can be deepened by adjusting the notched button on the shaft into more forcible contact with the diaphragm. Loosen the locknut at the commutator end of the shaft and turn the nut inside it slightly right-handedly, tightening the locknut again. The opposite procedure will give a higher tone if desired. Tighten the connections of the wire from the button end of that which leads to the battery connection. After very long use the brushes may become worn out and have to be replaced.

mixture proportions is by removing the jets and chokes now in use and substituting for them special ones, better adapted to this special fuel. You can get this done at any well equipped service station of this make of carburetor, at very slight expense. If you tell them what grade of fuel you are using, they should be able to install the right jets at once. The jets at present in your carburetor are probably all right for ordinary commercial fuel, but this special gasoline is doubtless considerably less viscous than common gasoline and it passes the jets at a faster rate, producing an overrich mixture.

A Hissing Sound.

Question: What is the cause of a peculiar hissing sound that seems to come from the breather of my engine?

Answer: Such a sound is usually caused by the escape from the crankcase of gases which have blown down from the cylinders past pistons, which are leaky in their bores, on account of poorly fitted rings or worn or scored cylinder walls.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the E. A. C. and A. A. London.

All Communications for

Membership etc. to

REV. G. E. S. UPSDELL

Hon. Secretary,

P. O. Box 116.

GERMAN CONTROL OF DE DION BOUTON?

Negotiations in Hand.

Negotiations are now in hand which are likely to result in the De Dion Bouton Company, the oldest motor car concern in France, passing under German financial and technical control. As has been announced, the company went into the hands of a liquidator several weeks ago, but the factory is still operating, and attempts have not been relaxed to place the firm on a more solid financial basis.

On the authority of a statement made by an official of the Peugeot Company, it was announced recently that this concern had absorbed De Dion Bouton. Negotiations, however, were abandoned at the last moment, Peugeot intervention being limited to the purchase of the Bellanger factory, which had

been made use of by De Dion Bouton for the production of one of its models.

During the past few weeks offers for the purchase of the De Dion Bouton Company have been received from a German group comprising the Deutsche Bank, the Commerz Privat Bank, and the Nationalbank, and the Nationalbank, which are the financial organizations, mainly responsible for the united Mercedes and Benz companies, of Stuttgart and Mannheim. An official of the De Dion Bouton Company, seen at Euteaux, admitted that negotiations were in hand, but as they had not been completed he refused to make any statement.

With the exception of a certain amount of English capital, there is no foreign control of the French motor industry, and the prospect of a leading German concern obtaining possession of De Dion Bouton is rather startling.

Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience.

VOLTS	AMP. HOUR CAPACITY AT 5 AMPS	TYPE	CASE	The Prest-O-Lite Battery		REPLACEMENT GROUP
				For car car	IN DIMENSIONS L. W. H.	
6	15	63 MR	RUBBER	4 1/2 X 7 X 6 1/2	\$17	OY6
6	20	611 RHR	DO	6 1/2 X 6 1/2 X 6 1/2	\$30	
6	25	A-613 JF	DO	10	\$35	
6	35	A-611 SH	RUBBER	6 1/2 X 7 X 6 1/2	\$50	
6	40	A-615 JF	DO	10 1/2 X 6 1/2 X 6 1/2	\$40	OAC
6	100	A-613 SH	DO	10 1/2 X 7 X 6 1/2	\$60	
6	112	A-615 SH	WOODR	11 1/2 X 7 X 6 1/2	\$70	
6	135	A-615 SH	RUBBER	10 1/2 X 6 1/2 X 6 1/2	\$70	
6	130	615 JKH-2	DO	13 1/2 X 7 X 6 1/2	\$80	N
6	160	A-617 SH	WOOD	13 1/2 X 7 X 6 1/2	\$85	
12	50	1211 AH8	DO	17 1/2 X 5 1/2 X 10 1/2	\$75	
12	67	A-127 SH	DO	17 1/2 X 7 X 6 1/2	\$95	

GROUP No.

- 1 Studebaker Light & Std Sixes, Roamer, Nash, Gardner, &c.
- 2 Studebaker Big & Spec. Sixes, Reo, Pierce-Arrow, Packard 6, Chrysler &c.
- 3 Case, Cole, Cunningham, Franklin, GMT, Oldsmobile, &c.
- 4 Auburn 4, Buick Std, Chevrolet, Cleveland, Essex, Ford, Overland, &c.
- 5 Auburn 6, Buick 4, Chandler, Hudson, Jordan 8, Oakland, Ten. &c.
- 6 Hupmobile, Marmon, Packard 8, Paige, R & V-Knight, Willys Knight &c.
- 7 Dodge, Gardner 8, Graham Bros Truck, Franklin 22, &c.
- 12 Locomobile, Mack Truck, Stearns, Rolls & White

Cad Special Cadillac Battery

Cyc Motor Cycle Battery—Harley Davidson, Indian, Henderson, &c.

M/C MORRIS replacement Battery.

Prest-O-Lite

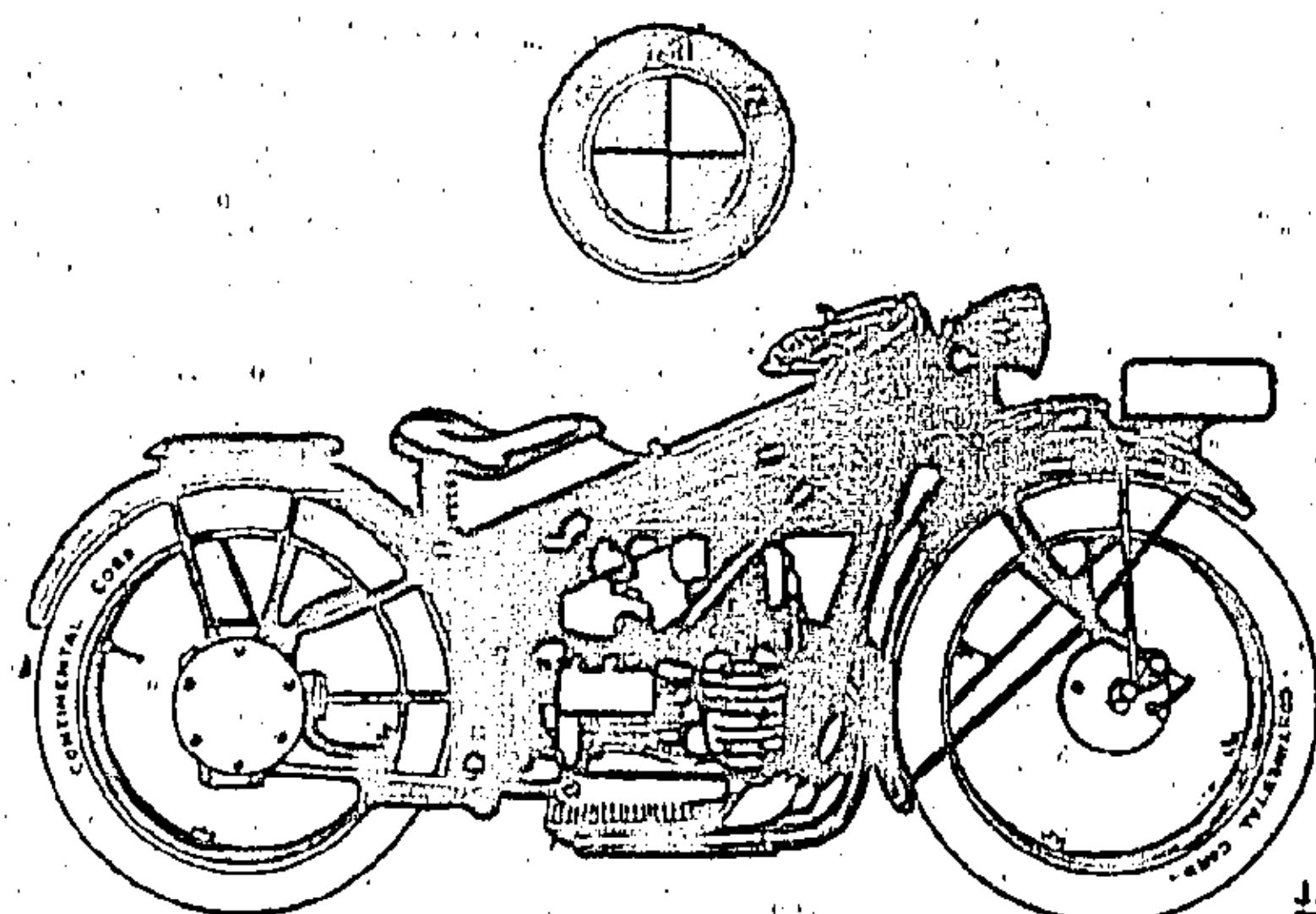
HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

25, Queen's Road Central

Tel. Central 4759.

THE B.M.W. TOURING MOTOR CYCLE



12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

Engine entirely water and dust proof.
Double Frame throughout.
Increase of engine power to 12 brake horse power.
Rims suitable for normal or balloon tyres.
All gearing effectively enclosed in oil-tight casings.
The universally recognised advantages of shaft-drive.
Bosch head and rear lights—Speedometer—Horn.
All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

PRICE H.K. \$880.00

Sole Agents:—CHIEN HSIN ENGINEERING CO.
First Floor, Asiatic Building.

"Cranky" Steering on Turns.

Question: The steering wheel of my Ford car tends to give a quick jerk completely over toward the direction the car is being turned and to kind of lock in that position, when corners are being taken at fast speeds, although new bushings and spindle bolts have been installed and the joints tightened. How can this be corrected?

Answer: It may be that the setting of the front wheels has been disarranged. When they are pointed straight ahead, the distance between them at the tyres should be about three inches greater at the top than at the bottom, that is, the planes of the wheels should point downward and together by that amount. When one wheel is pointed straight ahead, the other should also point thus, the adjustment at the end of the tie-rod being provided to regulate this. Sometimes a car that has been in an accident has its front axle bent so as to throw the front wheels out of their proper relationship and excessive looseness of the front wheel bearings may also cause this. You better see that the front spring is tight on the front cross member, that its supports are tight in the front axle and that there is no great looseness in the front spring shackles.

Starts Easily but Wastes Gas.

Question: I am using super high grade gasoline in my car, which enables me to start the engine instantly in any weather, but I find that my carburetor gives a very rich mixture and that I am getting nowhere nearly as good fuel economy as I was when I used ordinary gasoline. Several mechanics have tried to adjust the carburetor for a leaner mixture with this special gasoline, but without result. What should you advise?

Answer: This carburetor is inadjustable as to its running mixture. The only way of changing

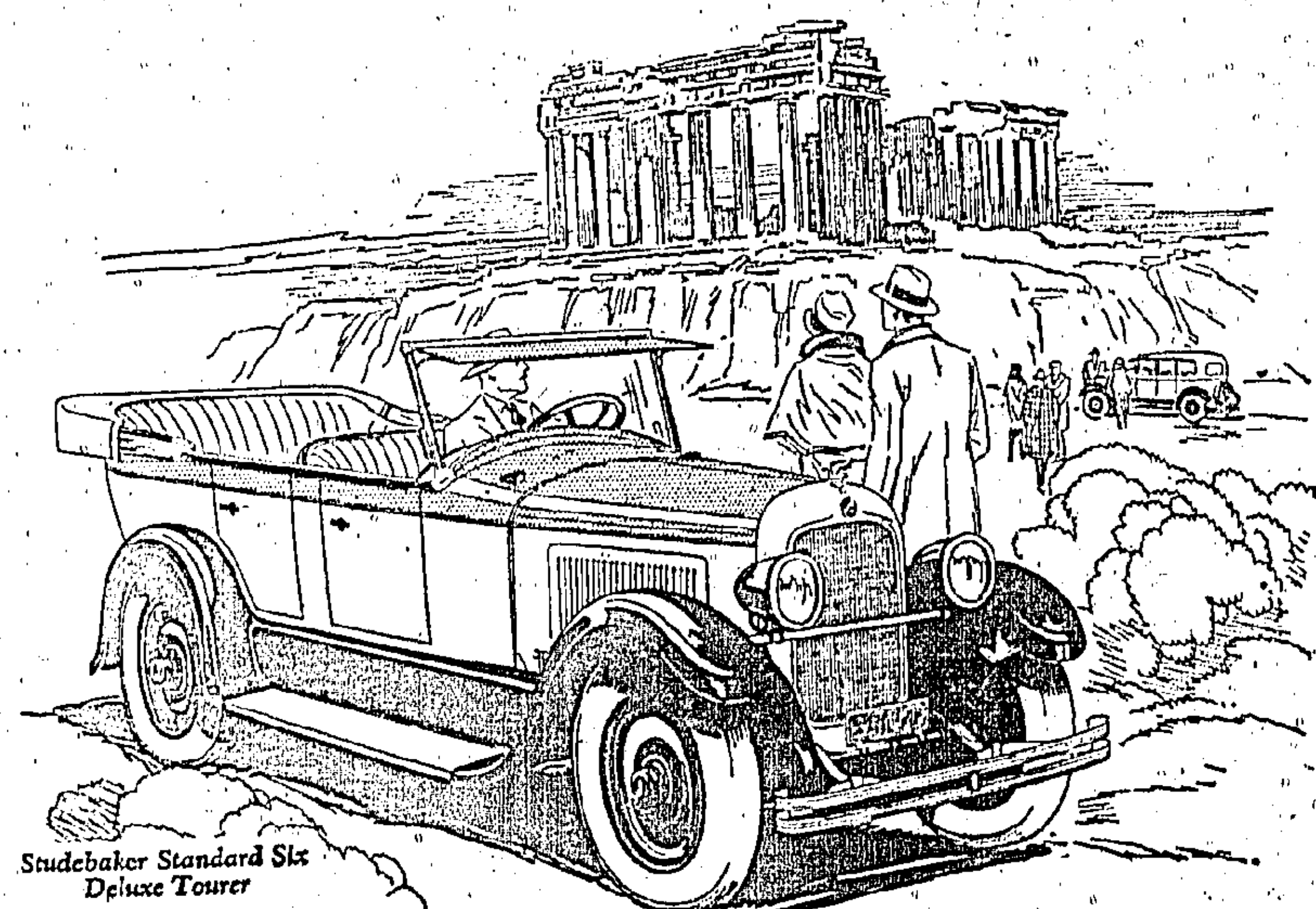
RAINBOW SPORTS?

Colours for Aluminium.

German chemists have discovered a new process for finishing and colouring aluminium, which may make sports cars break out into a variety of hues.

Metal plating is not used. The process consists of dipping or boiling the aluminium article in baths containing solutions of copper, zinc, tin and other metal alloys.

About eighty different colours and shades can be controlled by altering the proportions of the alloys, while variations in effect can be furnished by polishing the aluminium before or after immersion or brushing the surface with wax and other materials.



Studebaker Standard Six Deluxe Tourer

BEAUTY... that Endures

THE beauty of this new Studebaker Tourer is based upon age-old laws of symmetry and colour harmony which are fundamental in all designing. Every line—from the graceful figure of Atlanta, poised above the gleaming radiator to the rakish angle of the spare tyre carrier—suggests grace and speed. The hood folds down snugly, carrying out the trim design. In addition to self-energizing four-wheel

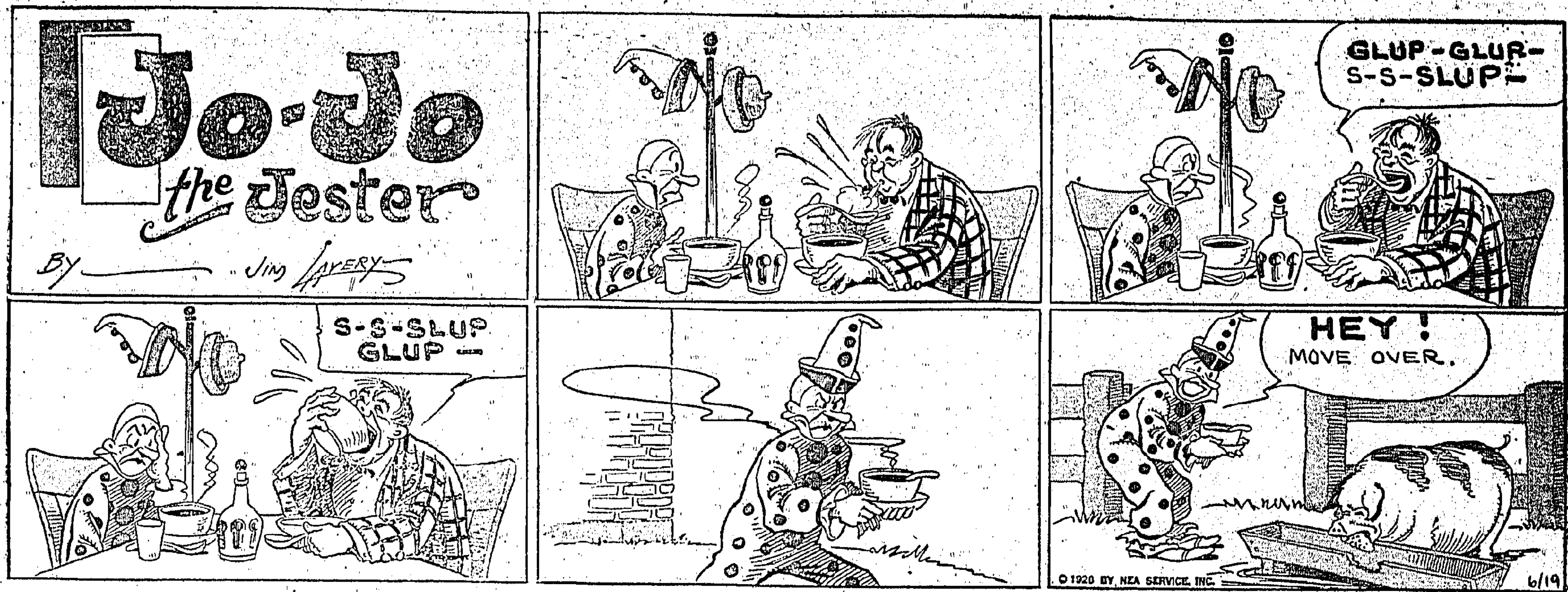
brakes, balloon tyres, disc wheels, lubricant filter, engine thermometer and petrol quantity gauge on the fascia board, this car is factory equipped with bumpers, front and rear; automatic windscreen cleaner, twin-beam driving lights, rear traffic signal and other convenient equipment, without extra cost.

The enormous resources behind the Studebaker nameplate make possible this unequalled value.

HONGKONG HOTEL GARAGE

25, Queen's Road Central

STUDEBAKER
BUILDERS OF QUALITY VEHICLES FOR 75 YEARS



SALESMAN SAM



WHITEAWAYS FOR DOLLAR VALUES

The Very Idea!

"Bill!" the poet gasped to his friend, "I wrote a poem about my little boy" and began the first verse with these words—"My son, my pigmy counterpart."

"Yes, yes?"

The poet drew a newspaper from his pocket, "Read!" he blazed, "See what that compositor did to my opening line."

The friend read aloud—"My son, my pig, my counterpart."

Five children were killed in Nicholsburg (Czechoslovakia) by the explosion of a hand grenade, which they were using as a ball.

They picked up the grenade in a field, and were throwing it from one to the other when it exploded.

Wilkesden woman: This person flew upstairs and then she flew down again.

Magistrate at Highgate to a man after the police gave evidence against him: Now what have you to say? Man: It is a bit awkward.

Walthamstow woman: She set about an old man in the house with a broom, so I jumped on her.

Solicitor at Bow County Court: This lodger swears a lot? Landlady: I counted, and he used seventeen swear words in four minutes.

None of us wants to be ubiquitous, but we all want to be immortal.—Dean Inge.

Parliament seldom attends to anything which is really useful to the poor.—Judge Parry.

It makes my blood boil to hear the atrocious things which are said about brewers and publicans.—Colonel Archibald Younger.

At Fraserburgh Sheriff Court, Sheriff Dallas asked a boy witness of 12 how old he was.

The boy: I don't know.

When was your birthday?—I don't know.

Do you go to church?—No.

Do you go to Sunday-school?—No.

Have you ever heard of Almighty God?—No.

The Sheriff: This is rather a revelation.

Ivan Fedorof, a mechanic from Kiel, who belongs to the freak "All-Inventors' Vegetarian Club of Interplanetary Cosmopolitans," with several thousand members, who use a new language based on five vowels and five mathematical signs, declares confidently that he will fly to the moon in September in a Jules Verne rocket apparatus, which will be half airplane and half giant projectile.

He will be accompanied, he states, by the German "moon enthusiast," Max Vallier, and the three who prove most fit of seventy-five Moscow volunteers.

The inventor expects that landing on the moon, which he thinks should be reached after fifteen hours, will be difficult, but he believes it feasible if the gas explosions are used as brakes.

The Provost of the little provincial town was noted for his unhappy choice of phrases, but he excelled himself on the occasion when a presentation of a clock and purse was made to an official who was retiring.

"The contents of the purse," said the Provost, "will in time inevitably disappear, but," laying his hands on the clock, "there is something which will never go!"

An excellent preparation for use against mosquitoes, flies, beetles, ants, cockroaches, etc., manufactured by the Standard Oil Company, (New Jersey) and known by the name of "Flit," may now be obtained in Hongkong. The danger to health occasioned by flies, mosquitoes, and cockroaches, all of which are common in Hongkong, is too well-known to be emphasised, and it is against such pests that "Flit" has made an excellent reputation for itself in other countries. All insects perish when it is applied, and it is a good safeguard against the ravages of moths and silverfish. It is stated that extensive tests have shown that "Flit" does not stain the most delicate fabric, it is clean and easy to use, and quite harmless to mankind. The sole agents for China are Messrs. Mustard & Co., Ltd.

POET'S CORNER.

A FRAGMENT.

Then, would I know thee best,
beloved one,
Within the evening flood of soft
sunlight,
After the orange beams their
race have run,
And scudded westward from
advancing night;
Or when, in darkling hour, we're
alone,
Our lips touch, and our speech
is hushed and stilled,
So heart goes out to heart, and
claims its own,
And bliss enshrouds us, as the
gods have willed?

V. HUGHES.

TO STABILISE WORLD FINANCE.

BANKERS CONFERRING AT NEW YORK.

MAY SAVE THE FRANC.

New York, July 8.

The huge stocks of gold held in America are the subjects of discussion at a conference at Washington among leading European and American bankers.

Mr. Montagu Norman (Bank of England), Herr Schacht (Germany), Mr. Strong (United States), and M. Rist (France), are the delegates.

It is understood that the agenda includes the depositing of a portion of the Federal Reserve Bank's gold stocks with the Bank of England, the Banque de France, and other European issuing banks.

The New York Times predicts that the outcome of the conference will be the restoration of the gold standard in France, and the consequent stabilisation of the franc.

—Reuter's American Service.

All About Gold.

New York, later.

An official statement with regard to the conference of bankers by the Federal Reserve Bank declares there has been no discussion of any repatriation question, nor of stabilisation of the French franc.

The time of the conference hitherto has been devoted mainly to an exchange of views with regard to financial and economic matters, the policies of issuing banks, and similar subjects.

naturally including the operation of the so-called gold exchange standard, expensive shipments of gold, purchasing power of gold, and various proposals to promote closer co-operation.—Reuter's American Service.

SALE OF OLD MASTERS.

£136,000 FOR 29 PICTURES.

London, July 8.

In less than an hour, twenty-nine pictures were sold for £136,000 at Christie's this afternoon.

A Rembrandt portrait of Admiral Tromp fetched £31,000. One of the small Turner pictures fetched £30,450.

A Reynolds portrait sold for £19,425, and a Romney portrait for £17,850.

The pictures consisted of the James Ross collection, brought from Canada for sale in London.—British Wireless.

SANITARY BOARD MEETING.

NUISANCES AND WATER SUPPLY.

The agenda for next Tuesday's meeting of the Sanitary Board is as follows:

Mr. J. P. Braga, pursuant to notice, will ask:

"Will the President be good enough to cause inquiries to be made into the existence of an alleged nuisance complained of in an anonymous letter signed 'Lavender' appearing in the South China Morning Post of the 8th July? Will steps be taken to remove or, at any rate, abate such nuisance?"

The Board will consider:

A letter from the Dairy Farm Company relative to the water filtration in the Dairy Farm at Pokfulam.

A report from the Government Bacteriologist on the Peak, Eastern, Albany, Bowen Road, Elliott, West Point, Aberdeen, Shaikwan, Chai Wan and Kowloon water supplies for the month of June, 1927.

A report from the Government Analyst on the Eastern, Shaikwan, Chai Wan and Kowloon water supplies for the month of June, 1927.

Results of the examination made under "The Sale of Food and Drugs Ordinance, 1896" for the quarter ending 30th June, 1927.

Health Bulletin of Eastern Ports from the Principal Civil Medical Officer for the week ending 18th June, 1927.

Health Return from the League of Nations, Eastern Bureau for the weeks ending 4th and 11th June, 1927.

A record of Infectious Diseases from the Ministry of Health for the weeks ending 4th, 11th and 18th May, 1927.

Mortality Return for Hongkong for the week ending 12th June, 1927.

The rat return for the weeks ending 18th and 25th June, 1927.

PRINCE OF WALES IN PARIS.

HAVING A BUSY ROUND

London, July 8.

The Prince of Wales had an enthusiastic reception on his arrival to-day at Paris, where this afternoon he laid the foundation stone of a hostel for British students in the new university being erected on the southern edge of Paris.

The Prince afterwards lunched at the Elysee with President Doumergue and numerous distinguished guests.

The Prince is fulfilling several other engagements, and is being extensively feted during his short stay.—British Wireless.

BRITAIN AND THE ARGENTINE.

CLOSER FRIENDLY TIES.

London, July 8.

Replying to a message sent by Sir Austen Chamberlain on the occasion of the formal elevation of the British Legation in Buenos Aires to the rank of an Embassy, Senator Gallardo, the Argentine Foreign Minister, has telegraphed a cordial message, stating that this action by the British Government, "has been highly appreciated, in all its importance and significance, by the Government and people of the Argentine Republic, and constitutes an augury for the maintenance and strengthening of the excellent relations which have happily united us with Great Britain, since the commencement of our independent life, your country having contributed very largely to our material development. The lofty examples of British institutions has afforded an inspiration to our political organisation, and it fills us with satisfaction to have evidence that your powerful empire accords us its cordial friendship, of which she has just given fresh and eloquent proof."—British Wireless.

RAILWAYS & PLANES.

AMERICAN IDEA FOR CO-OPERATION.

Cedar Point, Ohio, July 8.

The Assistant Secretary for Aeronautics, Mr. MacCracker, announces that five of the larger railroad companies are contemplating supplementing the railway passenger service by air passenger services.—Reuter's American Service.

OUR WATER RESERVE.

BIG STOCKS IN RESERVOIRS.

The local water return up to the end of last month shows a total of 2,061 million gallons in storage in Hongkong, compared with 1,172 million at the same date last year; and 442 million in Kowloon compared with 336 million.

The daily consumption per head in June was 24.4 gallons in Hongkong and 20.3 gallons in Kowloon.

In 1922 the Vienna municipality resolved to open the first crematorium in the Austrian capital. This provoked the vehement opposition of the Christian Social minority and of all the clericals, who objected for religious reasons and even, went to the Constitutional Court, but without success. The crematorium has been used to such an extent that a second is to be constructed.

"REDS" IN KIANGSI.

HANKOW WANTS LEISURELY DEPORTATION.

RELAXED ACTIVITIES.

Kluikiang, June 23.

Before anything definite could be seen on the way of improvement of political and military activities—the manoeuvre of communizing Kiangsai masquerading in the disguise of the Kiangsai "Nationalist" Government—after Gen. Chu Pei-teh, chairman of the Kiangsai Government, had pledged his affiliation to Gen. Chiang Kai-shek and the Nanking Government, there came all of a sudden kaleidoscopic vicissitudes in the political affairs of the province. Rumours were rife, quickly spreading the news that the military leader of Kiangsai had received the sum of \$3,000,000 from the Hankow Government on the condition that Kiangsai would act leisurely in deporting the Communists and let gradually the Communistic movement be restored to its former condition.

Accordingly, the Communists became again active on or about June 12, with the rehabilitation of the Municipal Bureau, Labour Union, and what not. At the same time, reports from Nanchang stated that Gen. Chu strongly rejected the coming back of Gen. Li Lieh-chun, who is now at Nanking. Gen. Chiang Kai-shek's men are still below Hankow, which place they have not occupied yet. On or about June 18 the Communists showed inactivity, the reason being unknown. Some said that Gen. Li Lieh-chun had a force some 20,000 strong in eastern Kiangsai, near the Paoyang Lake. Just at present nothing can be said beforehand regarding the situation, but in a word the Communistic activities are much relaxed compared with what they formerly were.

Should Chiang Kai-shek Invade.

In order to show his allegiance to the Hankow Government, Gen. Chu Pei-teh sent a telegram to the Hankow leaders on June 12, stating that he would support the Hankow Government and that if Chiang Kai-shek tries to invade Kiangsai he will deal with him with his entire force. Gen. Chu is now at Kluikiang.

On June 9, \$30,000 worth of provisional banknotes of the Central Bank of China were burnt at Nanchang by order of the Commissioner of Finance, and as a result of the military and civil conference, \$3,000,000 worth of banknotes, of denominations of \$1, \$5 and \$10 will soon be issued by the Kiangsai Bank to flood the market. Banknotes of the Central Bank are worth only 30 cents to the dollar. Critical conditions in the commercial field in Kluikiang will soon bring business to a complete standstill (if there is no immediate measure to remedy it), this being the result of two factors: viz., the financial collapse caused by the sudden tremendous slump in the face value of the banknotes of the Central Bank of China, and the exportation of rice in large quantities which was sent up to Hankow to help to relieve the forthcoming famine conditions in Wuhan cities.

Prince Henry has expressed the wish that when he visits Folkestone on July 13 to open the new Leas Cliff Hall, costing £100,000 there shall be no speeches at the luncheon. During his six-hour visit he will take part in six ceremonies.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers, for those who need them, will be found on Page 15 of this issue.

- 1.—What Emperor made his horse Consul to show his contempt for the Senate?
- 2.—Where and in what year did Alexander the Great die?
- 3.—What were the Cassiterides?
- 4.—What is the Koran?
- 5.—What is the speed of (a) light? (b) sound?
- 6.—What building did William the Conqueror erect to commemorate his victory over Harold?
- 7.—Whose code of laws were said to be written in blood?
- 8.—After whom is America named?
- 9.—Where is Botany Bay, who discovered it, and why was it so named?
- 10.—What shape is the constellation of Cassiopeia?
- 11.—Who said and when: "Would you yoke me, a weak old sheep, to a fierce young bull?"
- 12.—Who was the first Englishman to sail round the world, how long did he take, and in what ship did he do it?

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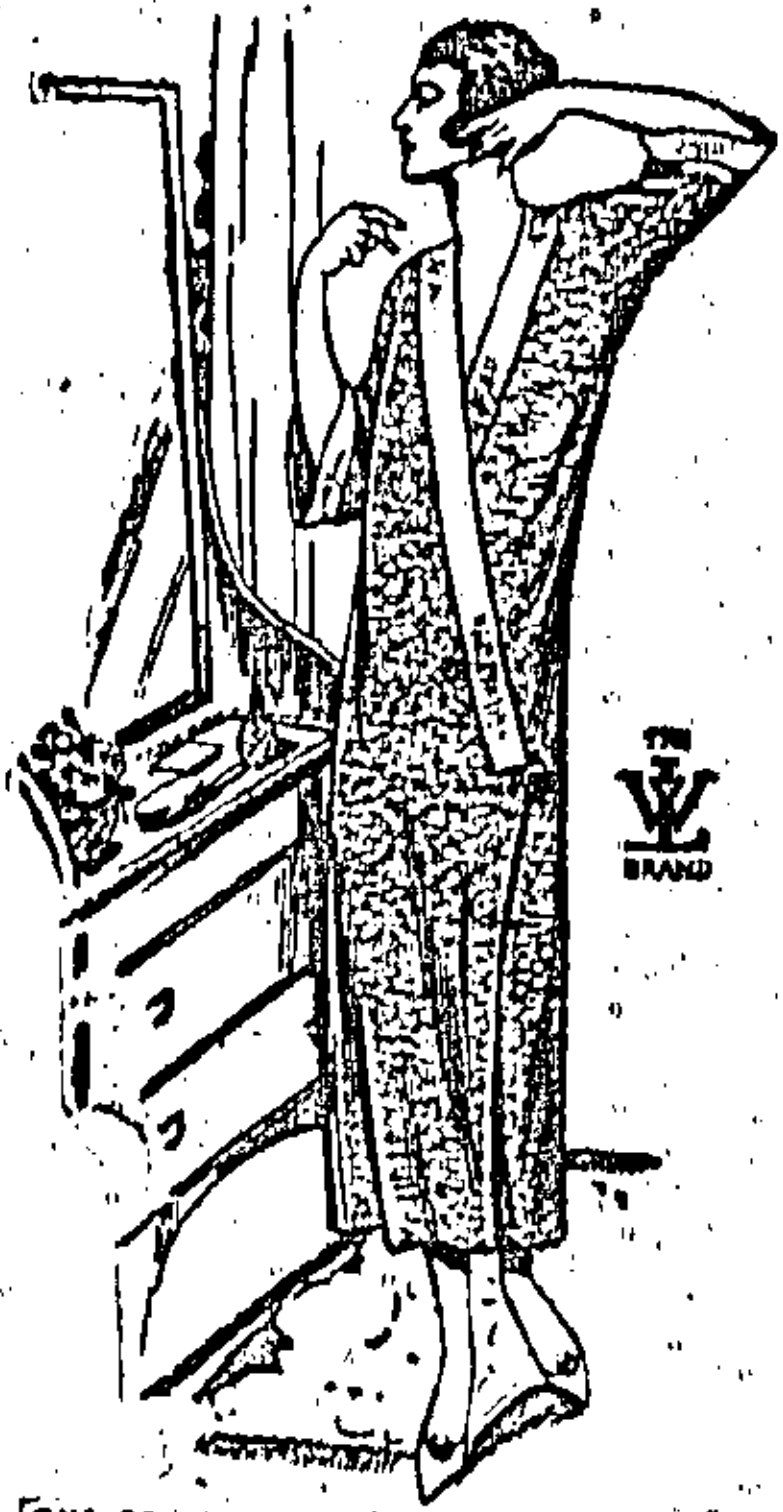
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ENGLAND'S FALLEN BIRTH-RATE.

HALVED SINCE 1876.

From the Registrar-General's detailed analysis of the statistics relating to births, marriages, and deaths in England and Wales in 1925, the salient features of which have already been published, the fact emerges, that, as a result of the continuous shrinkage in the birth-rate, coupled with an approximately constant death-rate during the last few years, the natural increase of population by excess of births over deaths is steadily falling. In this connexion it may be recalled that, as recorded last month, the return for the first quarter of the present year showed an actual excess of deaths over births.

Since 1920, when it rose to 25.5 per thousand, the decline in the birth-rate has been continuous. The considerable fall in the year under review was succeeded by an equally significant decrease in 1925, and it is difficult, comments the Registrar-General, to assign limits to the decline and to discern when and where the trough of the present depression is likely to be reached.

"The birth-rate in this country attained its highest values during the period 1865-1880, when it exceeded 35 per 1,000 population, and from that time it diminished by gradual and practically continuous stages to 23.8 in 1914; it is now 18.3 per 1,000, little more than half the maximum figure of 36.3 recorded in 1876, and having regard to current economic and industrial conditions appears likely to remain unprecedentedly low in relation to all earlier periods for which we have reliable records."

Discussing the causes of mortality, the Registrar-General notes that many remarkable changes in relation to the deaths of infants have occurred within the last eleven years. Measles, whooping cough, and diphtheria all exhibit substantial declines. The fall recorded for tuberculosis is much greater—indeed, this disease is rapidly losing all importance as a contributor to the registered mortality of infancy. The rate has fallen from 6.41 deaths per 1,000 births in 1901 to 1.26 in 1925.

Increase of Cancer.
At all ages under 75 mortality of each sex was lower in 1925 than it was before the war. At all ages jointly the crude rate has fallen 12.8 per cent., but when allowance is made by standardisation for increased age of the population the extent of the fall is increased to 20.7 per cent. It is much the same for the two sexes. As many as 5,365 cases of small-pox were notified—by far the highest number since 1911—but only nine deaths were recorded. The mortality from influenza was less than for the preceding year.

Tuberculosis accounted for 40,387 deaths—males 22,234, females 18,153. The figure for males is the lowest recorded during the present century except that of 22,085 in 1923, and that for females is, without exception, considerably the lowest, 1923 coming next, with 18,703 deaths. Mortality is still falling for each sex, and is now much below the lowest rates recorded before the war. The reduction in 1925 applies chiefly to females, whose rates have fallen at each age distinguished except 15-20, while for females there has been some increase both at this age and at 45-65. But for each sex mortality was distinctly lower in 1925 than in any previous year.

Deaths ascribed to cancer in 1925 numbered 51,939—24,002 of males and 27,937 of females. For both sexes these numbers are the highest yet recorded. Of the total deaths 40,832 were referred to carcinoma, 2,729 to sarcoma, and 8,378 to "cancer" not otherwise defined. It is noted that increase of mortality continues to be much more rapid for males than for females. Since 1911-14 the increases in the standardised rates have been as follows: Males, 13 per cent.; females, 2 per cent.; both sexes, 6 per cent.



"Money" that floats around on tea leaves very shortly.

WESTMINSTER ABBEY.

THE CLOSING FUND REACHES \$175,000.

A few weeks ago the Dean of Westminster and the Trustees of what is now commonly known as the Dean Ryle Fund announced that on St. Peter's Day, June 29 next, that fund would be closed, says the *Times* of mail week. The fund was opened on St. Peter's Day, 1920, with a donation from the King of £1,000, and other large gifts from members of the Royal Family. The money subscribed to it was invested in the names of three Trustees—the Governor of the Bank of England, Lord Salisbury, who is High Steward of Westminster, and Sir Robert Hudson; and none of it is paid to the Dean and Chapter by the Trustees unless they are satisfied that the sum asked for has been spent wisely and economically and in accordance with the provisions of the trust deed.

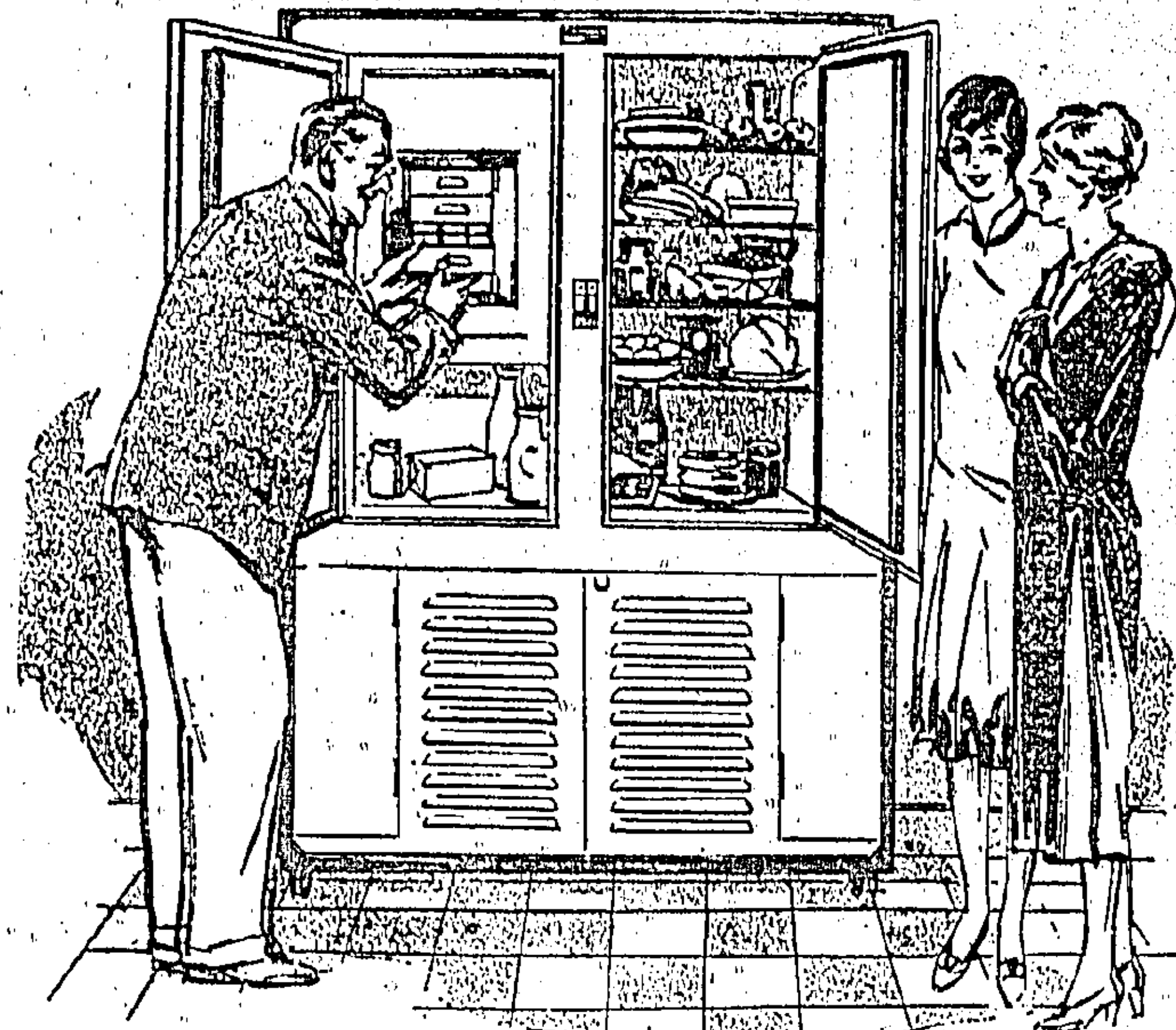
The object of the fund, and the only object recognized by the Trustees, is the repair and preservation for all time of the fabric of Westminster Abbey. The original appeal mentioned certain portions of the building which most needed repair: the two western towers, the outside of King Henry VII's Chapel, much of the parapet running round the roof, the clerestories and flying buttresses, the Cloisters, and certain other ancient dwellings. Last November we described in detail the work which then had been accomplished out of the income of the Dean Ryle Fund. Half the outside of King Henry VII's Chapel has been done. The hard crust of soot has been cleaned off; and, when the stone has thus been freed from the acids that were eating it away, it has been limewashed to preserve it, so far as possible, against similar damage in the future. The necessary work on the parapet, running round the roof has been carried through. In the Cloisters the stonework and the Purbeck marble shafts have been cleaned and preserved like the outside of King Henry VII's Chapel; weak spots have been made good, mainly by hardly visible copper clamping; and it is now possible to see not only the vaulting and the arcading, but also, what had not been seen for centuries, such works of beauty as the East Cloister door into the Abbey, and the door into the vestibule of the Chapter House.

Financial Position.

This is the work that has been done; and it has swallowed up every year every penny of the income from the Dean Ryle Fund. Nothing has been left for the western towers, nor for the clerestories and flying buttresses. And the western towers, off which lumps of stone had already begun to fall when the appeal was issued, are now the worse by seven years of shrinking and swelling of the iron stays within them; and the clerestories and flying buttresses are the worse by seven years of London air and fog and rain. The generosity of the public subscribed a very large sum of money for the preservation of the fabric; but in 1927 it is as true as it was when Dean Ryle wrote the words in 1920, that "the means placed at the disposal of the Dean and Chapter no longer suffice for its upkeep." Westminster Abbey is still out at elbows.

When Dean Ryle issued his appeal he stated that during the last 30 years more than £100,000 had been spent on the fabric, but had only been obtained by suppressing, one of the canonries, and by begging and borrowing from the Ecclesiastical Commissioners. He asked for £250,000, of which £100,000 was to be spent on structural repairs in the immediate future, and the remaining £150,000 invested to provide a constant income for the maintenance of the fabric year in and year out. The response to the appeal was generous; but the fund never reached the desired £250,000. It has, up to the present reached £175,000, which gives the Abbey an income, for the prescribed purposes, of £9,000 a year; but it has not reached the mark at which the Trustees would be justified in making over out of the capital the sum of £100,000 which was asked in 1920 for immediate structural repairs. The result is that much of the income of £9,000, which was intended for the preservation of what should have been repaired out of capital, has been spent on the repairs. The work on King Henry VII's Chapel, for instance, was work which the original scheme intended should be paid for out of capital. As things are, it has been paid for out of income. And the income is altogether inadequate to support such an undertaking as the repair of the western towers. At the lowest computation this will cost £10,000 (of

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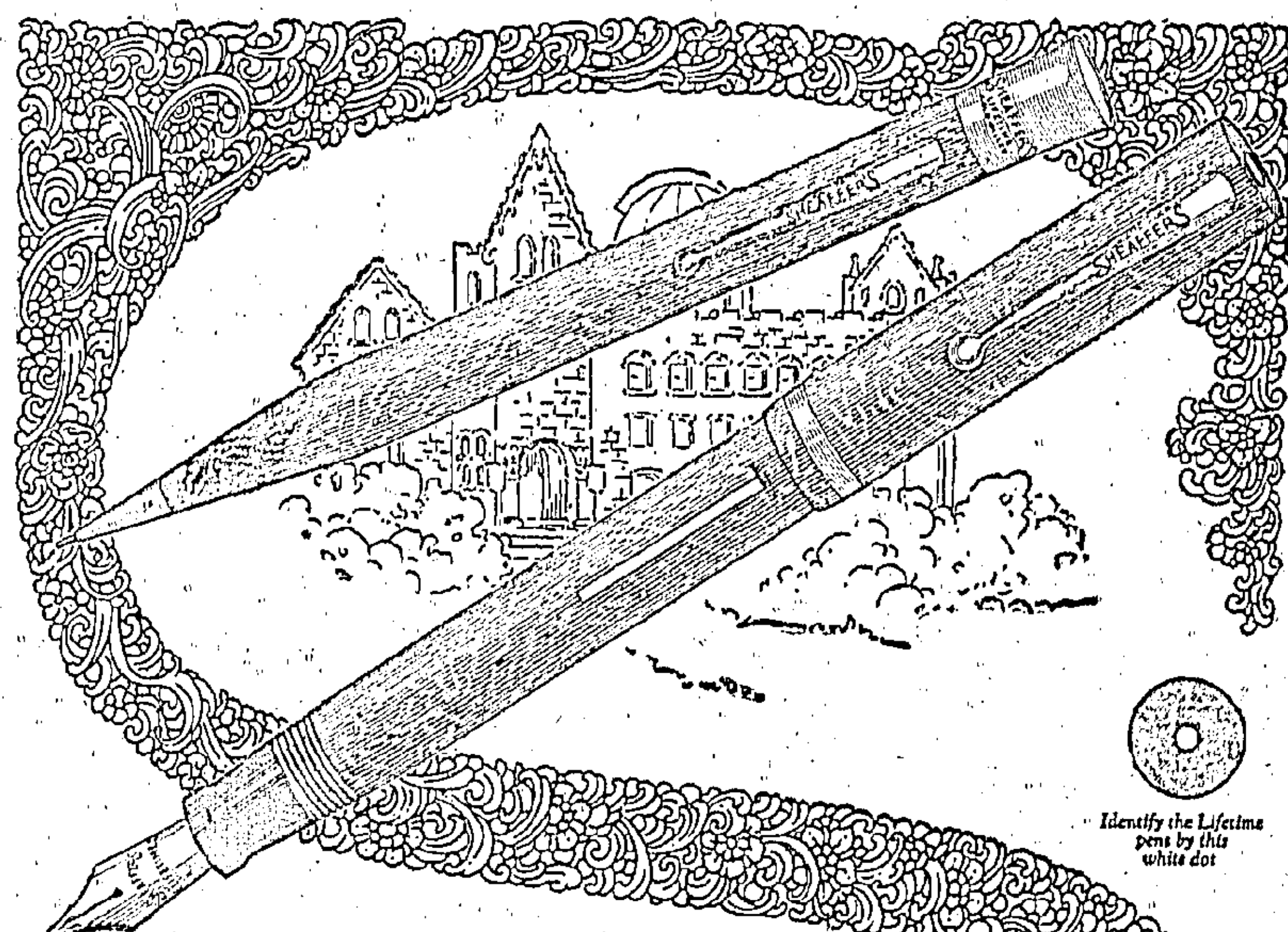
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which the scaffolding alone would consume an incredible amount) and might cost double that sum. Were the western towers once made good, the income would be well able to keep them so.

Greater and greater demands are made upon the Abbey year by year as the spiritual centre of

Great and Greater Britain; and heavier and heavier becomes the task of those who have to fulfil these demands upon inadequate means. Meanwhile, as trustees of a great and costly national and Imperial heritage, they are still engaged in what might be described as a fell-climbing contest

against time and decay. The generosity of the public has set their minds at rest on one score. Once the fabric is in through repair, they can keep it so for ever. For nearly all other purposes, Westminster Abbey is still out at elbows. The total received is £175,732.

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WOMAN'S WORLD



VOILE AND TAFFETAS COMBINED.



One of the new chiffon voile frocks, showing a sprigged design in pink shading from deep rose to flesh colour on a pale grey ground. The dainty vest is in flesh coloured nylon, while the bindings are in black taffetas.

CLASS FLOORS AND DANCE SLIPPERS.

FLEXIBLE BRACELETS.

SOME COMMENTS ON EVENING-DRESS FASHIONS.

"Almost it would seem that the shoemakers are in league with the makers of these brilliantly lighted glass floors," laughed a woman the other night as a party of us sat at a table on the edge of the floor at London's newest dance club.

The rest of the party smiled, then immediately focussed their attention on the slippers of the woman on the floor while the lights beneath flashed crimson, water green, coldly white, dazzling blue, and various other shades.

Shoes Matching the Shoulder Knot.

Very pretty were the neatly-shod feet of a girl whose cerise satin Court slippers with Spanish heels matched the ragged-petal silk flower on the shoulders of her white chiffon frock. My eye was attracted, too, to some pale delphinium-blue satin slippers which were the exact colour of the fluttering georgette dress worn. Several of the slippers were embroidered—in braided flowers, acorns, diamonds, and tinsel—and several heels were jewelled.

Skirts to the Ankles.

Two of the dresses were of the period type, one in blue tulle trimmed with cyclamen, the other in black velvet with the skirt very long and a big trail of silver flowers falling down the back of the left shoulder to end in a big knot of diamonds rather of the true-lovers-knot type.

Far from the vogue for flowers on the shoulder passing, they seem to grow larger. One knot that particular evening was of pink and blue hydrangeas on a pale pink gown. Another was of a couple of rhododendrons in shaded yellow and flame tints which were set on the shoulder and towards the back, a handsome big brooch of pale gold and platinum in mesh style being pinned on the front of the shoulder.

The Milanese Flexible Bracelets. The gold-and-silver or gold-and-platinum Milanese flexible bracelets are the most serious of the rivals to the big shackle kind of bracelet. Many women are preferring them for their jewelled watches in place of the pale grey corded ribbon which has pride of place for so long.

BY JACQUELINE.



These are three charming little hats for Miss Teb-to-Fourteen. The top one is straw and ribbon trimmed with circles of rosebuds; the middle one is a little lam of tulle corded silk; and the last one a poke-bonnet shape with ribbon streamers.

SHOES FOR BATHING.

Bathing accessories are delightful. It is predicted that women will carry large quilted envelope bags and matching pillows of chintz. The bags are large enough to carry any amount of paraphernalia.

There are quantities of original shoes. Some are made with suede soles and others with crepe rubber. The newest idea is a stout crepe sole with two colourful rubber bands across the instep. There are sandals of woven leather made with tight-fittings straps and curved low heels. Boots of rubberised satin, with kid patchings and eyelet holes, are an effective innovation from America. Coloured satin slippers are extraordinarily popular, and they are made all the more alluring with braid bindings and tie-ups.

THE WISE WAY IN SHAMPOOING.

HAIR DRESSING HINTS.

TEN DIFFERENT POWDERS TO CHOOSE FROM.

"Manufacturers of shampoo powders realise how important it is to use only 'the right' powder when washing the hair," said a member of a well-known firm of makers of shampoo powders.

"A blonde needs a different powder to that a brunette would use, and naturally dry hair needs different treatment to hair that is not so dry. Consequently we make ten different kinds of shampoo powder to suit every taste."

"If a lather of soapsuds is used it should be mixed in the basin," said a hairdresser, "rather than the soap rubbed into the hair, and the juice of half a lemon squeezed into the last rinsing water brings the soap out of the hair without difficulty." A good make of shampoo powder is recommended because the powder quickly dissolves. With one well-known make a lemon rinsing powder is sold.

For Rinsing and Drying.

"In districts where the water is hard it is a good plan to rinse the hair in rain-water, which can be collected in a tub or bucket for the purpose. Drying the hair, too, quickly before a hot fire is liable to make the ends split," said the expert. "The best way is to dry it by fanning. If those who have naturally wavy hair dress it into the usual waves while the head is wet they will be spared those days of aggravating untidiness from which many suffer immediately after shampooing."

THIS WEEK'S RECIPE.

WHOLEMEAL SCONES.

Mix together a breakfast cupful each of white and wholemeal flour, and stir in three teaspoonfuls of baking powder and half a level teaspoonful of salt. Rub in four tablespoonfuls of butter, and mix to a soft paste with a cup and a half of milk. Roll out on floured board, cut into triangles or rounds, and bake in a hot oven for about fifteen minutes.

GRACEFUL EVENING FROCK.



Pale yellow georgette, dyed lace and ribbons shading from palest yellow to orange, are materials employed for this graceful evening frock. The lace shawl, which only pretends to be a wrap, is not the least attractive item of the toilette.

KEEPING THE SILVER BRIGHT.

DAILY CARE NECESSARY.

How often one hears the remark, "I can't use my good silver nowadays because of the cleaning."

To keep silver bright and polished certainly entails a good deal of work, so, in these days of limited service, it behooves us to find out the best and easiest way of keeping it up to the mark.

The first thing to realise is that daily care is better than weekly cleaning, both for the housewife and the silver.

Immediately after use, plunge it into boiling soapy water, to which has been added a little ammonia. Move it gently now and then with a wooden spoon, and when the water is cool enough for the hands, wash the silver well. Rinse it in hot water, to remove all traces of soap; dry at once; to prevent water marks; and while it is still hot, polish vigorously with a leather.

Treated in this way, thorough cleaning will only be needed every three weeks at most, and if the new cleaning wool is used instead of powder, labour and dust are reduced to a minimum.

Fish and fruit knives and forks should be put into a jug, with just enough hot soapy water to cover the blades; the water must not come above the joint, in case of loosening the cement of the handle.

Should wax have dropped on silver candlesticks, remove it with a cloth wrung out of very hot water, and polish as usual.

Ink stains are easily removed from silver inkstands, if treated at once, and not allowed to harden on. In the latter case, wash in hot water and borax, or apply whitening, moistened with ammonia.

PEARLS AND COMPLEXIONS.

COLOURED PEARL NECKLACES POPULAR.

Have you seen the new electric-blue pearls—necklaces, earrings, bracelets? These pearls look charming when worn with blue frocks that are in the electric shades. They are also effective with black lace dresses, the shoulder-flower repeating the tint of the pearls.

Silver pearls are in tremendous favour with the Parisiennes. As a rule they are large and worn in a single string round the throat, but I have seen knee-length chains of much smaller pearls worn with pale grey crepe de Chine summer suits.

Shell-pink pearls are eminently becoming to girls who possess good skin and who habitually use rose-tinted face powder. On the other hand, yellow-white pearls blend beautifully with mat-white skin and "Rachel" powder. It may seem a trifling point, but I assure you that in reality it is vitally important. Your pearls, of whatever tint you select, rest on your skin, and to be effective they must seem to belong to it!

SEEN IN THE SHOPS.

A VARIETY OF NOVELTIES.

Sets of coffee cups for bridge parties are made in white china decorated with the four emblems of the cards in their proper colours.

Among crystallised fruits, bananas crystallised whole are a newer idea. Jaffa oranges are similarly treated.

Powder puffs, instead of having soft knobs covered with white kid on top, have flowers, butterflies and so on.

Amusing whisky bottle covers include a jack Tar, an apache, and a parrot realistically carried out, and also a policeman holding up a white gloved hand as if to say "Stop!"

Dainty little feather dusters for drawing-room use are made in many pastel shades, and the handles covered in ribbon to match are finished at the top with a little china lady.

For the garden lover there are very strong scissors which are made in China. They are strong enough to cut wire, as well as twigs and branches, and the extra large handles are covered in split bamboo painted bright red.

Small travelling clocks in different coloured enamels are made in little square cases to match. When the clocks are in use the case is used as a pedestal on which to stand them.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, June 2.

Whether you are the mother of a small girl or not, I am sure you will approve my choice of millinery this week. The young woman at the top has a chapeau of straw—a biscuit coloured—trimmed with a band of matching ribbon, which in turn is adorned with circles of pink rosebuds. Very charming. This idea, for the damsel of from ten upwards, being comparatively sophisticated.

The middle one is a jolly little "tam" made—so Madeleine suggests, hopefully—of an odd piece of corded silk, tucked in groups of four. Even if you did not happen to possess any odd pieces of silk (who does, when they are required?) it would be a good investment to purchase the necessary quantity, for even then it would be a cheap little hat. You will note the band of half-inch wide ribbon which encircles it and has flowing ends to give the last touch of abandon to this saucy creation.

Third and lastly is a poke bonnet with a charm of its own. I here pause to indulge in a personal reminiscence about poke bonnets, which may not be altogether inappropriate. When I was ten—twenty years ago, to be exact: I tell you so that you may not think I was a ten, I set forth adorned by a dotting mother with a head-dress of this genre. It was biscuit-coloured straw, tied with blue ribbons to match the frock part of me. Looking back over the distance of twenty years and analysing my feelings, I believe I thought I looked nice, but not conspicuous. Imagine my feelings therefore when I encountered a young lady of the

people, who was even then deriving the doubtful benefits of a free educational system, who said to another of her kind: "Don't she look like a blinkin' chorus girl!" Notwithstanding the fact that I had cherished histrionic ambitions from the day of my birth, something told me that the epithet "chorus girl" was not meant to be flattering. . . . and despite my mother's entreaties, my poke-bonnet never saw daylight again—at least not on my head.

Is that so?

My sketch this week—when I say "my," please understand that I am not the artist, but that I have said to the artist "Do-and-so, please"—and if we are lucky, he does. Sometime his artistic temperament has an outlet, and he selects someone whom he thinks important, and leaves me to tell you all about them; but in this case he has conformed to my idea of a great personage—Sean O'Casey.



Casey, one of our greatest living dramatists. Last week London saw another play by him—"The Shadow of a Gunman" which, as

it happens, was written before the other two plays that have made him famous—"June and the Paycock" and "The Plough and the Stars." The worst that any true lover of the drama can say about Mr. O'Casey's work is that his atmosphere is sordid and that he always writes about the Irish lower classes. His reply would be that he writes about a class he knows, and that, to his sorrow, it is a sordid class. Speaking personally I rank with the critics who hail O'Casey as a genius and master, and find him a welcome change from feeble plays of pointless intrigue and three compulsory changes of costume. Not that I disdain the "drawing-room comedy" when it's the goods, however.

The Street of Adventure.

For those of you who love the American secretary who makes herself indispensable to her strong, silent, super-man employer, who eventually marries her, I recommend the story, "Ruth and Peter" (Hutchinsons) which is virtually "the mixture to be taken as before," except that the marriage occurs in the early part of the book, and for the general theme we have the wife's fight against the boredom of great riches and no work. The complication which results in her husband taking her back into partnership—office partnership—is quite intriguing in its way, although not particularly original. When I add that the book is the work of Ahmed Abdullah, voracious readers will know that the story, although not world-shaking, is distinctly readable and worth adding to the library list.

HERE AND THERE IN PARIS.

LARGER BUTTONHOLES NOW BEING WORN.

Buttonholes are colossal in size. A cluster entirely smothering one shoulder and in the height of form. Parisiennes declare their first affections in favour of smoky-coloured violets or mixed bouquets of garden flowers.

Two new materials to look out for are raffia and homespun. It is no longer considered "daring" to ally accessories of these fabrics with formal silk dresses. For instance, the other day a debutante in a beige silk suit carried a pink canvas sunshade and a portmanteau bag of the same material.

Parasols, unconventionally shaped and trimmed with wool-worked, her-baceous borders, are counted very fascinating at the moment.

Every woman will possess several patterned frocks. Preference is accorded to small patterns on neutral grounds, "introducing" throughout one vivid tone. Blues of every tint are in great demand. Green, especially the duck shade, is smart. Antique red, often allied with grey, is also seen. Black and white effects are many and various, and, on the whole, are probably the most popular scheme.

CREPE PAPER BAGS.

USEFUL AND EASY TO MAKE.

Latterly crepe paper has been put to many uses, the newest of which is for the making of the popular envelope bag. A paper handbag sounds absurdly fragile, but crepe paper is in reality very tough, and when it is folded and plaited for weaving the bag it is stronger still.

When the paper is cut and folded into strips a number of them are fixed side by side upon a table with drawing pins. A shorter strip is fixed at right angles and then the weaving begins, over and under, each strip being fixed at the end. When all the strips have been woven in, they are sewn around inside the pins, removing the latter as they are reached. The plaited paper is then ready for making up and lining in the ordinary way. The edges are bound with ribbon.

Effective new evening shawls which one sees worn by younger matrons of late are merely large squares of silver and green velvet. They are worn in typical Spanish fashion, being wrapped and held about the body.

FLOWERS FOR HAT TRIMMINGS.

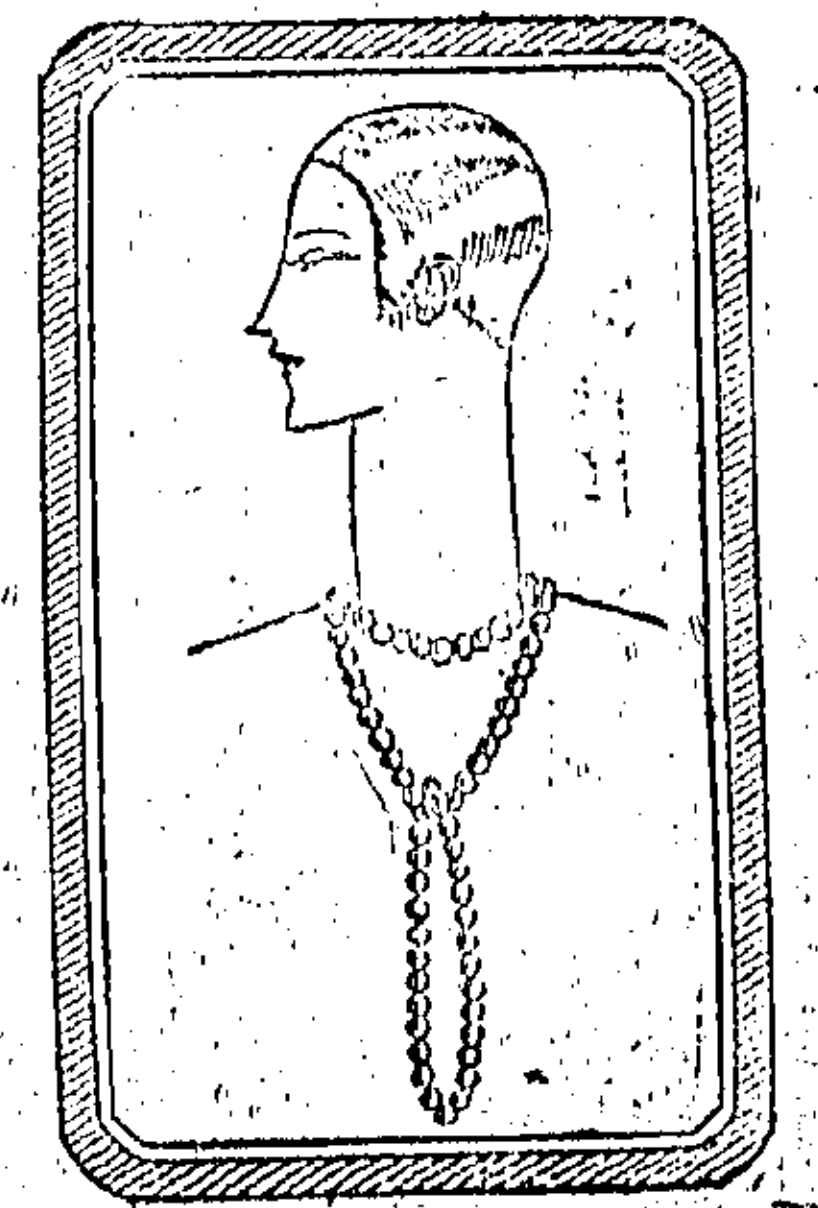
ROSES STILL IN FAVOUR.

Flowers are as important a decoration for hats as they are for buttonholes. The flowers that one sees in wreaths are most naturally reproduced. Great bunches of white and tiger-shaded violets are tucked under the brims of close-fitting hats. Sprays of pussy-willow, almond blossom, or great dog daisies and poppies, hang over the sides of larger models. Roses in every colour, size and variety are still the favourite flower. They are seen in light little bunches, or they are placed negligently on the brim. There is so much allure about their placing that one wonders why we have gone about in untrimmed summer millinery for so long.

Wreaths are even more attractive. Primroses, wall-flowers, and forget-me-nots are massed together, each flower being copied in a different material. They are worn in a variety of ways. Some straggle across the crown, nestling into the dimples in the straw, others encircle the crown halfway up, and, of course, there is the ever-popular way of combining flowers with ribbon streamers.

Exotic blooms are as popular as dandelions and their clocks. Magnolias are sometimes shown in velvet, at others hand-painted in pique. White velvet hyacinth buds are lovely, and posies of lacquered orange-blossom are seen on bright straw hats.

PEARLS TO MATCH.



The newest pearls are beige, silver, blue or pink, sponsored by Molyneux for pleasing emphasis of the complexion or colour of the gown.

A DUCKY HAT.



A realistically feathered ducky swims comfortably amid appliqued green felt reeds on a silver leather pond on this beige straw hat.

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THE SANCTITY OF THE COLOUR.

AN EVOLUTION OF WAR.

Among the other observances which marked His Majesty's birthday was the customary Trooping of the Colour.

In the following article in the *Observer* Sir John Fortescue, who is the leading authority upon British military history, traces the origin and development of "colours" and of the peculiar sanctity with which they have come to be invested.

What is the origin of the sanctity of the colour? From the earliest times savage and civilised peoples alike have used a flag, or some other object at the end of a pole, as a rallying point for their armed bands; but they have not made it so to speak, into the ark of their covenant. Froissart, after the victories of Crécy and Poitiers, tells us something of the numbers that were slain and of the booty that was taken, but says not a word of banners captured. Yet the banner had a very distinct meaning as a signal, for the word for a general advance was "Forward, banner!" and at the close of the battle of Poitiers, the Black Prince ordered the banners to assemble on a hill in order to rally his scattered army. Of course some particular banner might have been blessed by some prelate or holy man, which, to the band which fought under it, might vest it with peculiar sacredness; but banners at large seem to have been designed for practical uses, and to have possessed no sentimental value whatever.

During the great development of infantry in the sixteenth century it was the practice of every company to carry a colour, and as the strength of a company varied from fifty to four hundred, a regiment might carry ten or a dozen colours. At the end of the century we find Sir Francis Vere mentioning the capture of forty or fifty "ensigns" at the Battle of Turnhout in 1597, which shows that they had acquired some value as trophies. But drums also were likewise prized as trophies, which shows that colours enjoyed no unique distinction; and, if an army of twenty thousand men brought, say, ten dozen of colours and arms into action, the capture of a score could have been no great matter. How, then, did the colour take to itself such sacredness? The answer, I think, is to be found in the precedent set by the German free companies, or *lands-knechte*, from whom our infantry has borrowed a great deal, though the Germans, in turn, may have borrowed from the Swiss.

A German Origin.

When a company of German mercenary infantry was formed, the commanding officer read the terms of service to the men, who, each raising three fingers, swore in the name of the Trinity to observe them. Then a ring was formed, and the commanding officer, calling the ensigns into the midst of it, delivered to each the colour of his company and exhorted him to defend it to the death. The ensign was no beardless youth, but a hardened old warrior, who ranked next to the captain. The life and the drum of each company were under his charge—that is to say, that he controlled the sound-signals as well as the visual signal of the colour—and he was always employed to conduct negotiations with the enemy, the drum being the instrument whereby the wish for a parley was heralded. This accounts for the ranking of the drum with the colour as a trophy, both being a part of the ensign's charge; but it does not appear that any religious ceremony took place to impart special sanctity to either. The importance of the colour arose from a different cause.

If any crime were committed which brought disgrace on the regiment, the provost-marshal laid his complaint before the ensigns, who thereupon thrust their colours point downward into the ground and vowed that they would never fly them again until the reproach was wiped off. Thus we see that the colours were already the symbol of the regimental honour. The men then inquired into the case without the intervention of any officer; and if the culprit was found guilty, the men drew themselves up in two ranks, north and south, facing inwards. The ensigns, with colours flying, then posted themselves at the eastern end of the lane; and the prisoner was brought to the western end. The provost-marshal clapped him thrice on the shoulder in the name of the Trinity and bade him run, and the doomed man plunged into the lane to be stabbed and hewn and cut by pike and halberd and sword until he fell. His comrades then knelt down together and prayed God rest his soul, and then all rose and filed silently thrice round the corpse. Lastly the musketeers fired three volleys in the name of the Trinity; the ceremony was over, and the regi-

ment could fly its colours with ut shame.

A Regimental Matter.

The point is that colours were wholly a regimental matter; and they remained so for long in the British Army. The first regiments were formed, like the *lands-knechte*, as a private venture, though for the service of the King alone. The regiment was the property of the colonel, and the companies were the property of the captains; and the colours did not necessarily bear any symbol of the King's supremacy nor of the nation to which the regiment belonged. At often as not they were plain squares of silk, all of one hue, with some small badge to distinguish those of the different companies. The sentiment attached to them was, however, deep and powerful. At Steenkirke the Colonel of the Royal Scots dashed forward himself to rescue one of his colours from the French, and fell dead as he flung it back to his regiment. But it was for the regiment's sake, rather than the King's.

Company-colours fell gradually into disuse, except in camp, and the number of colours to a battalion was reduced first to three, and about a third of the way through the eighteenth century to two—the King's colour and the regimental colour, as at present. The King's colour is the Union flag, the regimental colour frequently shows some badge of royalty; and the staves of both are surmounted by the Royal crest. But the sentiment about them continued to be wholly regimental. I have not been able to discover exactly when the presentation of colours became a religious ceremony, but I am certain that it is comparatively recent, and that the sanctity of the colour owes nothing whatever to it.

Burning Old Flags.

Nor was it formerly the custom to instal old colours, as now, in a church, though captured colours, for some reason, were frequently deposited in churches and chapels. Regiments in former days often kept the same actual flags for forty or fifty years; and then, if torn to tatters by bullets, they presented a really moving spectacle. John Leech portrayed in *Punch* Mr. Punch taking off his hat to some glorious old flag. In some regiments the old colours were burned with great ceremony, and all ranks celebrated the occasion by getting gloriously drunk. And yet the sentiment for the sacredness of the colour only drew deeper with the passing of the years. It was not in action only that men were jealous for their safety. During the great hurricane at Dominica in 1860 when the barracks were being torn to pieces by the storm, and its timbers whirled a mile away, the sentry over the colours of the Forty-sixth (2^d Duke of Cornwall's) remained unmoved, and refused to quit his post. He stood by his charge until an adjacent building crashed down and buried him in the ruins; and not until the fury was overpast was he dug out, a dying man, to learn before he expired that the colours were safe. Again, when the transport, *Sarah Sands*, was burned at sea in 1867, a private of the regiment and a quartermaster of the ship burst through the dense masses of smoke that filled the saloon, to save the colours of the Fifty-fourth (2^d Dorsets). By a desperate effort they brought them out on deck and then fell, both of them unconscious. Men would not only be shot down, but would be burned or buried alive rather than abandon those few square feet of silk.

Trooping the Colour.

It is long since a British regiment took its colours on active service. Their day on the field of the battle has gone, and the sentiment for them is naturally not quite so keen as it was. Moreover, since 1870, the Army has gradually ceased to be a mere collection of regiments, as it used to be, and to the public the colour stands mainly for the Sovereign. The trooping of the colour is an honour paid to the King's colour only. It is said (though I cannot vouch for the fact) that the ceremony was first introduced in order to make sure that the officer on guard at the King's palace should be sober; and this is possible, for when in 1738 burglars entered and robbed Kensington Palace, it was found that the guard had acted in collusion with the thieves. But, whatever its origin, the ceremony, though little noticed forty years ago, has become one of the sights of London. A more striking ceremony still, though witnessed only by a few, took place when the King received into his own charge the colours of the disbanded Irish regiments, "to be preserved," as he told them, "at Windsor Castle, and honoured for ever." His Majesty did not claim them. He only offered to keep them if the regiments were willing; and very willing they were to take advantage of so graceful an act so gracefully done. Most of the officers and men present were in tears, and the King himself had some ado to steady his voice.

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THE WORLD OF SPORT



COUNTY CRICKET.

KENNEDY'S BOWLING FEAT.

HAMMOND'S 10TH CENTURY.

Rain interfered with all the matches at home which began on Wednesday, there being only one fully completed match, in which Gloucester surprisingly beat Kent at Dover.

In that match, Hammond, this year's wonder batsman, made his tenth century of the season.

As was to be expected in view of the weather, bowling came out on top in most matches, but the most sensational feat with the ball was performed by Kennedy, of Hampshire, when playing for the Players against the Gentlemen. He took all ten wickets at the very low cost of 37 runs—a feat almost unparalleled in such matches.

The principal performances were:—

Batting.	
Hendren (Players)	150
Hammond (Gloucester)	123
Tate (Sussex)	146

Bowling.	
Kennedy (Players)	10 for 37
Macaulay (Yorkshire)	6 for 52
Rhodes (Yorkshire)	4 for 44
Rogers (Worcester)	4 for 12
Freeman (Kent)	6 for 84
and	7 for 89
Parker (Gloucester)	8 for 79
Nicholls (Essex)	4 for 12
and	5 for 20
Eastman (Essex)	4 for 34

GLoucester's Win.

Hammond Scores Another Century.

Playing away at Dover, Gloucester beat Kent by 132 runs. The scores were:—
Gloucester, 255 and 213.
Kent, 166 and 170.

In Gloucester's first innings, Hammond made his tenth century of the present season, scoring 123. Neale contributed 50. Freeman was the outstanding bowler, taking six wickets for 84 runs in the first innings and seven for 98 in the second.

In Kent's first innings, Parker took eight wickets for 79 runs.

ESSEX GAINS POINTS.

Bowling Predominates.

Playing at home at Colchester, Essex won on the first innings against Somerset. The scores were:—

Essex, 139 and 141 for eight wickets (declared).
Somerset, 116 and 57 for seven wickets.

There was no batting score of note, and the best bowling was done by the Essex trundlers, Nichols taking four wickets for 12 runs in the first innings, and five wickets for 20 runs in the second. Eastman also took four wickets for 34 runs.

MATCH ABANDONED.

Bad Weather at Harrogate.

The match between Glamorgan and Yorkshire, at Harrogate, was abandoned on account of rain, and does not count in the Championship. The scores were:—
Glamorgan, 138.
Yorkshire, 27 for 1 wicket.

In Glamorgan's innings, Macaulay took six wickets for 52 runs and Rhodes four for 44.

RAIN AGAIN.

Wash-out at Chesterfield.

The match between Derbyshire and Worcestershire, at Chesterfield, was also abandoned on account of the rain, and does not count in the championship. The scores were:—
Derby, 190.
Worcester, 84 for 3 wickets.

For Derby, Slater made 69, whilst the bowling honours went to Rogers, who took four wickets for only twelve runs.

POINTS DIVIDED.

Tate Makes a Century.

The match between Northamptonshire and Sussex was interrupted by rain, both teams getting four points for the draw. The scores were:—
Sussex, 228.
Northants, 50 for five wickets.

The only feature of note in the match was the very big contribution made to Sussex's total by Tate, who scored 146.

DAVIS CUP.

THE EUROPEAN SEMI-FINALS.

London, July 8.
Playing in the European Davis Cup semi-finals, at Eastbourne, Cochet (France) beat Condon (South Africa) 6-0, 9-11, 6-2, 7-5; and Lacoste (France) beat Raymond (South Africa) 6-2, 6-2, 6-1. —*Reuter.*

PHYSICAL JERKS UNWISE.

MEDICAL ATHLETE CONDEMNS THEM.

"Physical jerks are a poor substitute for natural exercises," declared Dr. Adolphe Abrahams in a lecture at Caxton Hall in connection with Westminster Hospital Week.

He condemned them on the ground that they are frequently practised indoors, where the absence of ventilation, sunlight and contact of circulating air with the skin are serious disadvantages. Dr. Abrahams is brother of H.E. Abrahams, the Olympic runner, and is himself an athlete with 25 years' experience of the track, a former holder of the United Hospitals Championship, and, during the war, of the Army Championship.

He holds the view that exercise before breakfast is physiologically unsound and that violent exercise should not be undertaken for at least two hours after waking.

Walking, golf, horse riding and rowing Dr. Abrahams holds in approval as the best forms of exercise.

In response to the unanimous invitation of the London District of the Institute of Journalists, Mr. Ralph D. Blumenfeld, editor of the *Daily Express*, and a Fellow of the Institute, has agreed to accept the nomination for the Presidency of the Institute for the year 1928.

MATCH DRAWN.

Leaders Get Half Points.

Lancashire were at Manchester, at home to Leicester, but rain made a first innings' result impossible, both sides halving the points of the incomplete game.

The scores were:—
Leicester, 304 for eight wickets (declared).
Lancashire, 140 for the loss of no wickets.

The top scorers for Leicester were Berry, with 71 and Astill with 68.

The Lancashire opening pair, Watson and Hallows, had made 60 and 61 respectively when play was stopped.

WONDERFUL BOWLING.

Kennedy's Fine Feat.

The match, Gentlemen v. Players at the Oval was left drawn, although there was a big margin in favour of the Players, thanks to wonderful bowling by Kennedy. The scores were:—

Players, 429 for nine wickets (declared).
Gentlemen, 80 and 181 for eight wickets.

For the Players, Hendren was top scorer with 150. Mead also making 54.

The low score by the Gentlemen was due to the bowling of Kennedy, of Hampshire who took all ten wickets for 37 runs. His full analysis was: 22.1 overs, 10 maidens, 37 runs, 10 wickets.

The only parallel to this feat in these matches was made by Fielder, when playing at Lords in 1906.

The Gentlemen followed on and had scored 181 for eight when time was called. Kennedy took two wickets for 21 runs.

THE TOURISTS.

A Drawn Match.

Notes were at home to the New Zealanders, but the match was uncompleted owing to the weather. The scores were:—
New Zealand, 277.
Notes, 280 for six wickets.

For the visitors, Lowry made 74 and Page 71, whilst the highest scorers for Notes were Whysall, with 32, and Walker with 50. —*Reuter.*

Eton v. Harrow.

London, July 8.

King Fuad of Egypt to-day visited the cricket ground at Lords, where the Eton versus Harrow match is being played.

Harrow were all out for 139, Eton replying with 179 for five wickets. —*British Wireless.*

AT CATTARO.

THE MADONNA OF THE ROCK.

Before long the Dalmatian Coast will be commercialized. To-day, however, it is still upstart. It has a dying appearance quite in keeping with the ancient Catholic civilization of which it is the silent monument, and over its soft beauty there is an exquisite sadness which finds its climax in the stately cypresses mourning for the glory that once was Venice, says a *Times* correspondent. For the whole coast breathes the former greatness of Venice, and its chief charm lies in its miniature replicas of that city, like Hvar and Trogir, where one can see a Venetian town exactly as it was in the sixteenth century without the addition of a single modern brick.

To the stricken generation, which shuns all contact with modern civilization, the Gulf of Cattaro offers a consolation so little elsewhere even on this golden coast. Under a Northern climate, this Boka, with its grim, overhanging mountains and its dark, unfathomable waters, would look like the entrance to the valley of the shadow of death, but in the sunshine of the South the beauty of the panorama is increased rather than lessened by the presence of an all-powerful and awe-inspiring Nature.

The glories of the Boka belong to the past, and to-day its little townships are slowly dying, ruined by the substitution of the steamship for the sailing vessel. From the time of the Illyrian pirates down to the end of last century the Boka was the home of the great Mediterranean sailing masters. To many Englishmen it will be news that under the Venetians the Croats were sailors in every way worthy to be ranked with England's best. And, as the Boka furnished the best sailors on the Adriatic, so Perasto produced the best sailors in the "Boka." Here, in days gone by, the great Venetian and Croatian captains made their homes and built their palaces and their churches. For, in spite of the presence of orthodox Serbs and Montenegrins in the neighbouring ports, Perasto was pre-eminently Catholic, and even to-day the Perastini have remained true to their ancient Faith. They were a race not only of mariners, but of fighters, whose whole life was a battle against the sea and the Turk. When the Venetian Commander-in-Chief put to sea, his flag was always guarded by the 12 bravest men of Perasto.

The Gem.

To-day, Perasto, nestling in the sun beneath the precipice of St. Elias, with its two islands of St. George and the Madonna of the Rock standing out like two pearls on the black velvet of the water, is the gem of the whole coast. The mighty mariners have gone to their last sleep, but the Madonna herself is still worshipped by every true sailor, no matter what his origin. The Madonna has a curious history. When the sirocco blows the Boka can be very rough, and terrible is the toll it has taken in ships and in human lives. The entrance to Perasto is through a narrow bottle-neck called The Chains, so-named because the inhabitants used to throw a barrier of chains across the channel in order to keep out the constant stream of pirates. Until the middle of the 15th century the island which the Madonna now graces was unknown. Indeed, it was only a partially submerged rock. One night, however, after a violent storm, a shipwrecked mariner was found clinging to the reef with the miraculous Madonna in his hand. No one knew how the picture came to be there. From that day the Madonna has been the special guardian of all Catholic sailors. Her island has been built up piously with stones brought from far and wide by grateful sailors, and the Madonna herself, a beautiful picture from the early Renaissance period, is enshrined in a church surrounded by cypresses. Even to-day, every 15th of August, sailor pilgrims of every race and nationality come to pay her homage and to add a stone to her island home. The visit of Lord Beatty and the British Fleet in 1926 is still the chief event in the life of the modern Perastino.

Much Poverty.

The poverty of the inhabitants is almost indescribable. Even in the days when the whole Boka lived on the Austrian Fleet, the bulk of the young men emigrated to America, and the parents eked out their scanty income with the remittances from these exiles. To-day, the war and the American immigration quota have put an end to this outlet, and the present generation lacks the initiative to break new ground. Even Cattaro itself has the imprint of a dying town. It is the gate to Montenegro. From its back door leads the path up mighty Lovcen, the grim mountain which guards the fastness of the Montenegrin capital. Here, on Sundays and on feast days, one can see the contrast between the old-world and the new American civilization. Behind the town the Montenegrins are dancing their "kolo," a kind of Scottish eight-some in which man and woman outvie each other in their frenzied leaps and bounds. When the dance is over, the women shoulder their packs and, laden like mules, begin without complaint the long ascent to Cetinje; while the men, picturesque and fierce-looking, follow leisurely behind, idle but magnificent. Two steps across a narrow bridge, and one is on the garrison football ground, England's one contribution to Yugoslav civilisation, and then a short walk to the dancing-hall on the harbour front, where to syncopated American music young girls with short skirts and shingled hair are dancing a super-Charleston with sleek and dapper Serbian officers.

Some day, when capitalists begin to develop the timber of Montenegro, the Boka will ring once more with the shouts of sailors, and the inhabitants grow rich again on sea-borne commerce. But the old-world peace will have vanished. Even now the black smoke from the new arsenal, which the Yugoslav Government is building round the bend, begins to obscure the view.

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GERMANS TO FLY ATLANTIC.

TEST FLIGHTS SHORTLY.

Berlin. The well-known firm of Junkers, at Dessau, is at present perfecting the construction of aeroplane motors which will need a minimum of benzine for the trans-Atlantic flight. Not until this has been accomplished will the passenger aeroplane be able to carry anything else besides, and the German argument is that until mail or packages of importance can be transported there is little but a magnificent sporting endeavour in the feat.

These Junkers engines will need at most 500 kilograms of benzine for the entire journey, instead of the present quantity used, which is said to vary between 2,000 to 6,000 kilograms. The question resolves itself into one of the quality of steel used in construction of the motor. As is usual in Germany, the great manufacturing firms are putting themselves at the disposal of the men in the laboratories. After much experiment, the motor that needs only this minimum of 500 kilograms to accomplish a non-stop flight across the Atlantic, will soon be ready for test flights.

At the outset this German project lays stress on the fact that no attempt at speed record-breaking will be made, and that instead of the thirty-three hours of Lindbergh, a forty-eight hours' non-stop flight would be regarded as very fair time.

A German-American air-line is still a thing of the future, but by no means so nebulous a project as it was a year ago. The firm of Junkers is bound by looser agreements than other German aircraft builders to the merger of all national air-lines now amalgamated into the "Luft-Hansa," and is at present carrying on its experiments independently. There seems no reason, however, to doubt that the German trans-Atlantic aeroplanes and air-routes of the future will form part of the growing "Luft-Hansa" fleet.

can see the contrast between the old-world and the new American civilization. Behind the town the Montenegrins are dancing their "kolo," a kind of Scottish eight-some in which man and woman outvie each other in their frenzied leaps and bounds. When the dance is over, the women shoulder their packs and, laden like mules, begin without complaint the long ascent to Cetinje; while the men, picturesque and fierce-looking, follow leisurely behind, idle but magnificent. Two steps across a narrow bridge, and one is on the garrison football ground, England's one contribution to Yugoslav civilisation, and then a short walk to the dancing-hall on the harbour front, where to syncopated American music young girls with short skirts and shingled hair are dancing a super-Charleston with sleek and dapper Serbian officers.

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Galle Hongkong

Kobe London

Manila New York

Peking Rangoon

Singapore

Sourabaya

Tientsin

Yokohama

(Maritime)

HONGKONG BRANCHES:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.

G. L. C. BANDEZ, Manager.

5, Queen's Road Central.

Hongkong, April 15th, 1926.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital \$20,000,000

Issued and Fully Paid-up \$20,000,000

Reserve Fund \$10,000,000

Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:

Hon. Mr. D. G. M. Bernard, Chairman.

A. H. Compton, Esq., Deputy Chairman.

W. H. Bell, Esq., W. L. Pattenden, Esq., N. S. Brown, Esq., T. G. Weill, Esq., A. Macgregor, Esq., H. R. White, Esq.

Acting Chief Manager: Hon. Mr. A. C. Hynes

BRANCHES:

AMOI BANGKOK

BATAVIA BOMBAY

CALCUTTA CANTON

CANBERRA CEBU

COLOMBO DELHI

HAIKONG HAMBURG

HONGKONG HONGKONG

ILLOILO KOBÉ

KUALA LUMPUR KUALA LUMPUR

LONGON LONDON

LYONS MALACCA

MANILA MOUJEN

NAKAGAWA NEW YORK

PEKING PENANG

RANGOON SAIGON

SAN FRANCISCO SHANGHAI

SINGAPORE SINGAPORE

SOURABAYA SUNGAI PATANI

TIEN-TSIN TOKYO

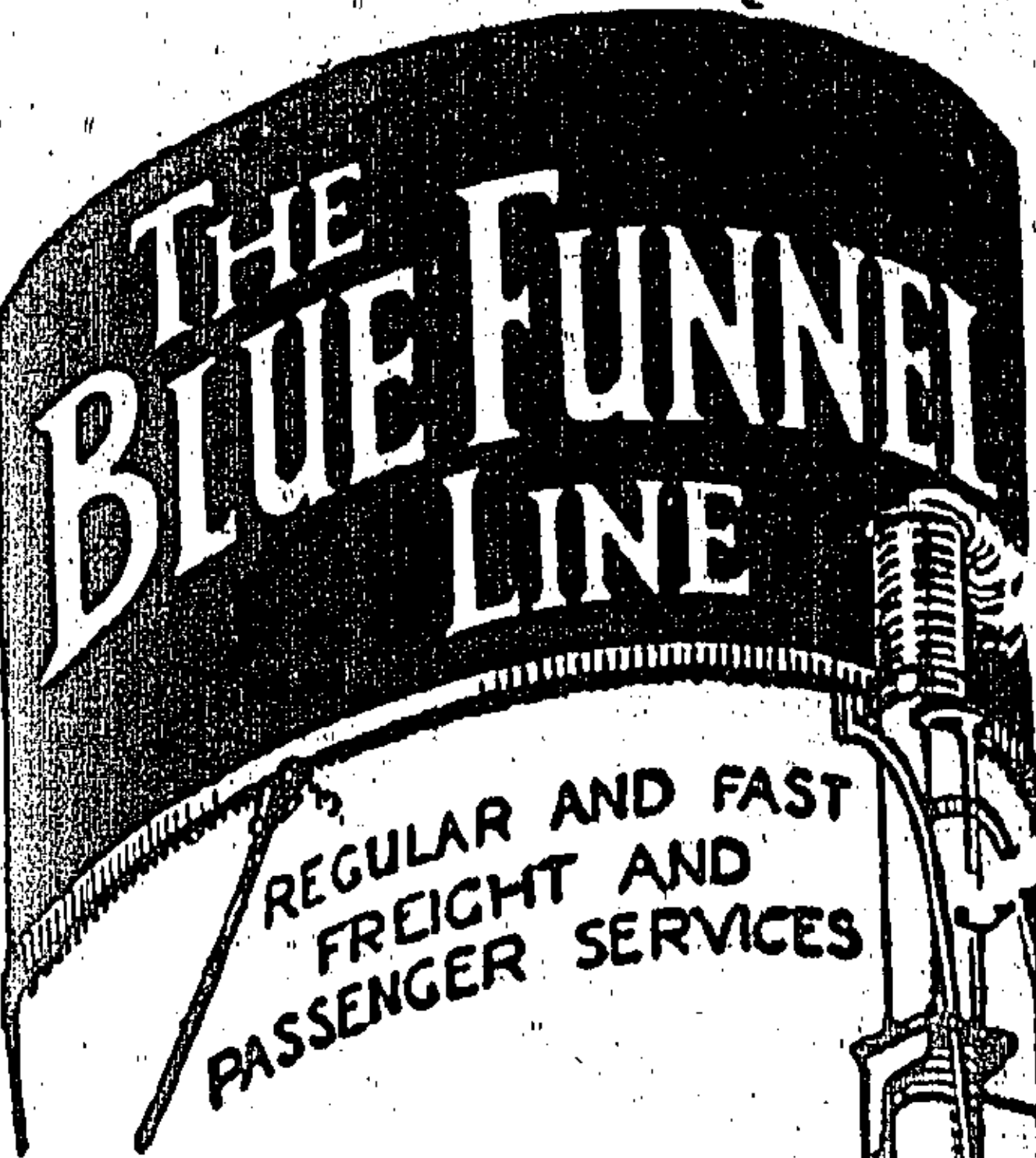
TSINGTAO YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

Hongkong, 7th April, 1927.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.



LONDON SERVICE

"AUTOMEDON" 12th July. Marseilles, London, R'dam & H'burg.
 "PATROCLUS" 27th July. Marseilles, London, R'dam & Glasgow.
 "MACHAON" 9th Aug. Marseilles, London, R'dam & H'burg.
 "ANTENOR" 24th Aug. Marseilles, London, R'dam & Glasgow.
 Call at Casablanca.

LIVERPOOL SERVICE

"GANE" 15th July. Genoa, Havre, Liverpool & Glasgow.
 "ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow.
 "TEUCER" 15th Sept. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

via KOBE & YOKOHAMA.
 "TYNDAREUS" 25th July. ... Victoria, Vancouver & Seattle.
 "PROTESILAUS" 13th Aug. ... Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"HELENUS" 31st July. ... New York, Boston & Baltimore.
 "MENTOR" 28th Aug. ... New York, Boston & Baltimore.

PASSENGER SERVICE

"PATROCLUS" 27th July. ... Singapore, Marseilles & London.
 "ANTENOR" 24th Aug. ... Singapore, Marseilles & London.
 "TEUCER" 15th Oct. ... Singapore, Marseilles & London.
 "AENEAS" 1st Nov. ... Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.
 For freight and passage rates and information apply to—
Butterfield & Swire.
 Agents.

DOLLAR STEAMSHIP LINE AND AMERICAN MAIL LINE. JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing
TO SAN FRANCISCO OR SEATTLE
THE "PRESIDENT LINERS."

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT LINCOLN... Tuesday, July 19th
 PRESIDENT MADISON... Tuesday, Aug. 2nd
 PRESIDENT JACKSON... Tuesday, Aug. 16th
 PRESIDENT MCKINLEY... Tuesday, Aug. 30th
 PRESIDENT LINCOLN... Tuesday, Sept. 13th
 THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

HONGKONG TO EUROPE
SPECIAL LOW RATES
Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES.

Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing. Ask for information. Following are suggested itineraries:

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
July 13	Seattle	Berongaria	Aug. 10	C. 10th Sept. Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	C. 10th Sept. Aug. 2
July 27	Seattle	Aquitanus	Aug. 24	C. 10th Sept. Aug. 3
Aug. 2	San Francisco	Benjamin	Sept. 3	C. 10th Sept. Sept. 4
Aug. 10	Seattle	Benjamin	Sept. 17	C. 10th Sept. Sept. 18
Aug. 16	San Francisco	Olympic	Sept. 2	C. 10th Sept. Sept. 27
Aug. 24	Seattle	Berongaria	Sept. 2	C. 10th Sept. Sept. 27
Aug. 30	San Francisco	Berongaria	Sept. 2	C. 10th Sept. Sept. 27
Sept. 7	Seattle	Aquitanus	Oct. 1	C. 10th Sept. Oct. 7
Sept. 13	San Francisco	Aquitanus	Oct. 5	C. 10th Sept. Oct. 11
Sept. 21	Seattle	Benjamin	Oct. 15	C. 10th Sept. Oct. 21
Sept. 27	San Francisco	Leviathan	Oct. 22	C. 10th Sept. Oct. 28
		Olympic	Oct. 29	C. 10th Sept. Nov. 4

TO SEATTLE AND VICTORIA VIA SHANGHAI,
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT GRANT... Wed., July 13th, 7.00 a.m.
 PRESIDENT CLEVELAND... Wednesday, July 27th
 PRESIDENT PIERCE... Wednesday, Aug. 10th
 PRESIDENT TAFT... Wednesday, Aug. 24th
 PRESIDENT JEFFERSON... Wednesday, Sept. 7th
 THEREAFTER FORTNIGHTLY SAILINGS ON WEDNESDAYS

TO EUROPE AND NEW YORK.
VIA MANILA, STRAITS, COLOMBO, SUEZ
PORT SAID, ALEXANDRIA, NAPLES
—GENOA—MARSEILLES.

Thence to BOSTON and NEW YORK.

PRESIDENT HAYES... Tues., July 19th 6.00 a.m.
 PRESIDENT POLK... Tuesday, Aug. 2nd 8.00 a.m.
 PRESIDENT ADAMS... Tuesday, Aug. 16th 8.00 a.m.
 PRESIDENT GARFIELD... Tuesday, Aug. 30th 8.00 a.m.
 PRESIDENT HARRISON... Tuesday, Sept. 13th 6.00 a.m.

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS

TO MANILA.

PRESIDENT LINCOLN... July 11th, 6.00 p.m.
 PRESIDENT HAYES... July 19th, 6.00 a.m.
 PRESIDENT CLEVELAND... July 27th, 6.00 p.m.
 PRESIDENT MADISON... July 25th, 6.00 p.m.
 PRESIDENT POLK... Aug. 2nd, 8.00 a.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
 Telephone Central 2477, 2478 & 795.

HOLLAND EAST ASIA LINE OF THE United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, Ohta, Hongkong,
Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. GENMA... 10th July.
 S.S. ZOSMA... 7th August.
 S.S. OOSTKERK... 4th September.

Arrivals From Europe.

S.S. OOSTKERK... 25th July.
 S.S. OUDERKERK... 22nd August.

All steamers have a limited accommodation for passengers.
 For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1374.

Agents, York Building.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... **ELLERMAN LINE**
 S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 3rd August.
 S.S. "KABINGA" ... Havre, London, Rotterdam & Hamburg ... 18th August.

AUSTRALIA ... **AUSTRAL-EAST INDIES LINE**
 Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"
 to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
 Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or
 other services.

BOSTON, NEW YORK & BALTIMORE ... **AMERICAN & MANCHURIAN LINE**
 S.S. "CITY OF CHESTER" ... via Suez Canal ... 14th July.
 S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August.
 S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ... **AMERICAN & ORIENTAL LINE**
 S.S. "COMERIC" ... via Suez Canal ... 16th July.

MAURITIUS & SOUTH AFRICA ... **ORIENTAL AFRICAN LINE**
 S.S. "TINHOU" ... From Hongkong ... 5th August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and
 Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mocimboa, Chinde, Inhambane,
 Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

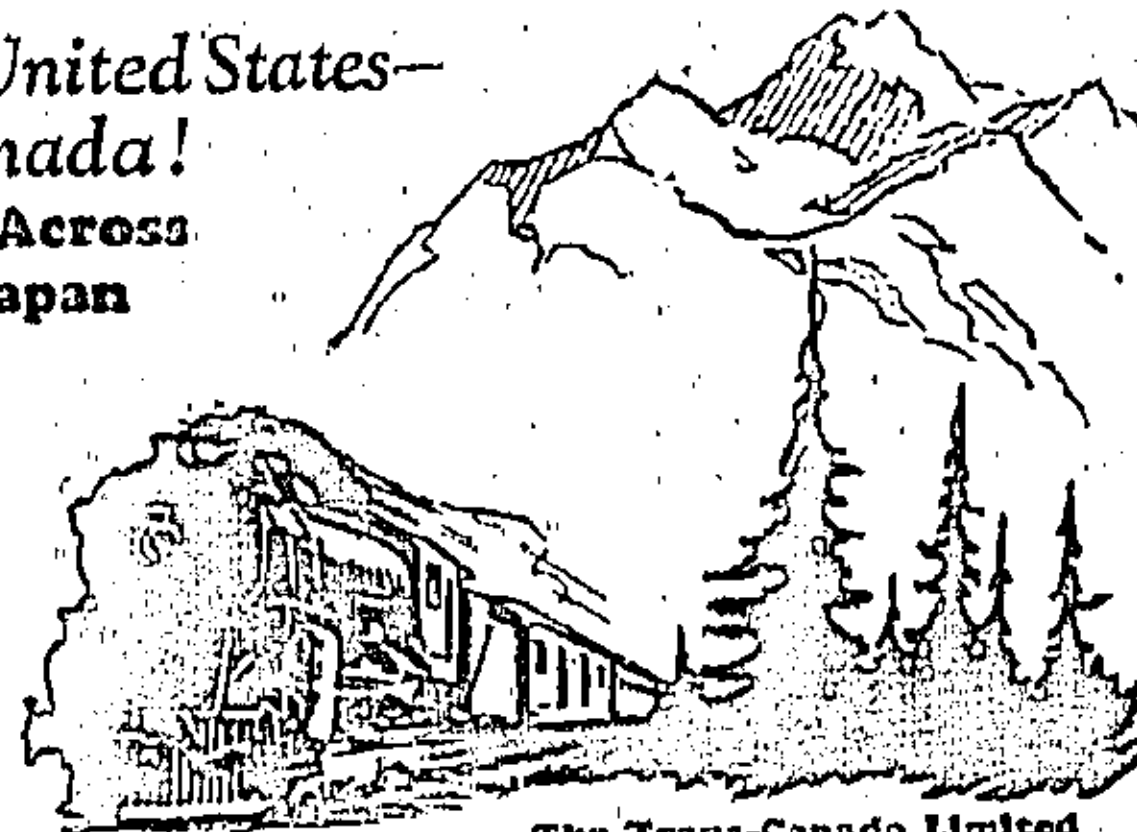
For freight or passage on any of the above lines apply—

Telephone Central 4791.

THE BANK LINE, LTD.

Shortest, Most Interesting Way to EUROPE

To the United States—
To Canada!
9 Days Across
from Japan



The Trans-Canada Limited

NO long drawn out ocean trip but quick... sea journey with rail... cool and comfortable! Shortest route across the Pacific... from Japan! Shortest across America! Shortest across the Atlantic! And at each transfer, only a stop from steamer to train. *Empress of Canada, Empress of Asia and Empress of Russia* are largest and fastest liners across the Pacific. 17 days from Hong Kong. 14 days from Shanghai. 9 days from Yokohama. Then, at Vancouver... through the thrilling Canadian Pacific Rockies... Fifty Switzerland in One.

The Atlantic Empresses and Cabin Class Ships sail from Montreal and Quebec, 1,000 sheltered miles on the St. Lawrence... then about 4 days open sea... to Liverpool, Southampton, Belfast, Queenstown, Cherbourg, Antwerp, Hamburg. This service, combined with the Pacific Railway and Hotel Services en route... offer you, or members of your family travelling alone... the utmost in comfort and solicited personal attention. All one management... Canadian Pacific.

Let a Canadian Pacific agent or his representative tell you how attractive the through rates are and... how short, comfortable and convenient the route.



HONGKONG, CANTON & MACAO STEAMERS.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 1 a.m. and 8 a.m. { (Sundays 1 a.m. only).
 Sailings from Canton—Daily at 8 a.m. and 3 p.m. { (Sundays 3 p.m. only).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
 FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

SUNDAY EXCURSION.

On Sunday, the 10th July a.s. "SUI AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M. Return Saloon Passage Fare \$5.00.

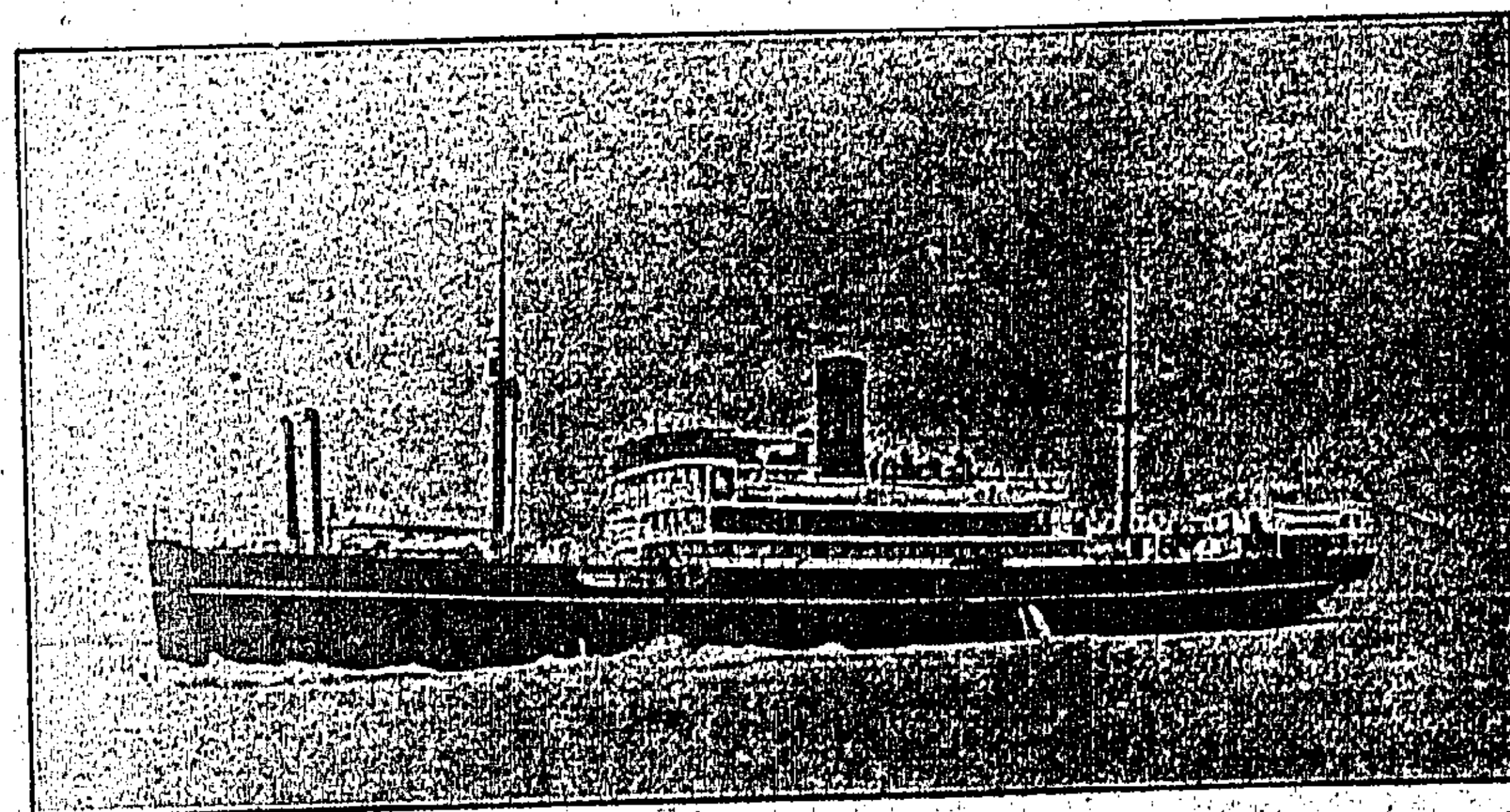
SPECIAL TIFFIN \$1.50.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
 Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and
 Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.
 For Australia-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
ALIPORA	5,293	21st July.	Straits & Bombay
MAEDONIA	11,120	23rd July.	Marseilles & London
KALAN	9,144	27th July.	M'son, L'don &werp & Hull

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pirene, Smyrna and other Levant Ports by Steamers of the Red Sea Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hong-kong (about)	Destination
TAKLIWA	7,936	13th July.	S'pore, Penang & Calcutta
TILAWA	10,006	22nd July.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hong-kong (about)	Destination
ARAFURA	6,000	29th July.	(Manila, Sandakan, Thura, TANDA
TANDA	6,956	2nd Sept.	Island, Townsville, B'bano
ST. ALBANS	4,500	20th Sept.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Oahu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hong-kong (about)	Destination
*NOVARA	6,989	12 July, 6 a.m.	Shanghai, Moji & Kobe
TARA	6,322	14 July, 7 a.m.	Amoy, S'hai, Kobe & Osaka
SANTHIA	7,754	18th July.	Moji, Kobe & Yokohama
RAWALPINDI	16,619	22nd July.	S'hai, Moji, Kobe & Yoko
DEVANHA	8,155	5th Aug.	S'hai, Moji, Kobe & Yoko
TANDA	6,956	9th Aug.	Moji, Kobe, Osaka & Yoko
MORFA	10,953	19th Aug.	S'hai, Moji, Kobe & Yoko

*Will not take passengers northwards.
All dates are approximate and subject to alteration without notice.

Wireless on ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., O., Agents.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship	From Hong-kong (about)	Destination
"CARNARVONSHIRE" (Via Oran)	12th July.	
"PEMBROKESHIRE" (Via Oran)	27th July.	
Motor Vessel "GLENOGLE"	24th Aug.	
Motor Vessel "GLENGARRY"	21st Sept.	

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel	From Hong-kong (about)	Destination
"GLENAMOY"	27th July.	
"GLENGARRY"	4th Aug.	
"GLENNAP"	18th Aug.	
"GLENLUCE"	6th Sept.	
Steamship "OARMARTHENSHIRE"	18th Sept.	

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S.	From Hong-kong (about)	Destination
"CITY OF CHESTER"	via Suez Canal 14th July.	
"HELENUS"	via Suez Canal 31st July.	
"CITY OF BEDFORD"	via Suez Canal 14th Aug.	
"MENTOR"	via Suez Canal 28th Aug.	
"CITY OF NORWICH"	via Suez Canal 11th Sept.	

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	From Hong-kong (about)	Sails Hong-kong (about)
TAIPING	In Port	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September
CHANGTE	11th October	18th October

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**
Tel. C. 36. Agents.

NYKLINE

REDUCED RATES TO EUROPE via SAN FRANCISCO.
\$120, \$112, \$110, \$102, \$83; \$8440, \$8420 via SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU (Calls Keelung) Tuesday, 12th July, at 6 a.m.

*SIBERIA MARU (Calls Keelung) Tuesday, 26th July, at 10 a.m.

TAIYO MARU ... Tuesday, 9th Aug.

*Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

HAZOKAZAKI MARU ... Saturday, 16th July, at 11 a.m.

KAKUSAN MARU ... Saturday, 30th July, at 11 a.m.

KITANO MARU ... Saturday, 13th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 20th July, at 11 a.m.

MISHIMA MARU ... Wednesday, 24th Aug.

BOMBAY via Singapore & Colombo.

TAMBA MARU ... Monday, 11th July.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.

RAKUYO MARU ... Monday, 11th July.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.

KAMAKURA MARU ... Thursday, 11th Aug.

NEW YORK and/or BOSTON via PANAMA.

BENGAL MARU ... Thursday, 21st July.

TATSUNO MARU ... Wednesday, 10th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DELGOA MARU ... Tuesday, 12th July.

CALCUTTA via Singapore, Penang & Rangoon.

CEYLON MARU ... Sunday, 10th July.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 22nd July.

SHANGHAI, KOBE & YOKOHAMA.

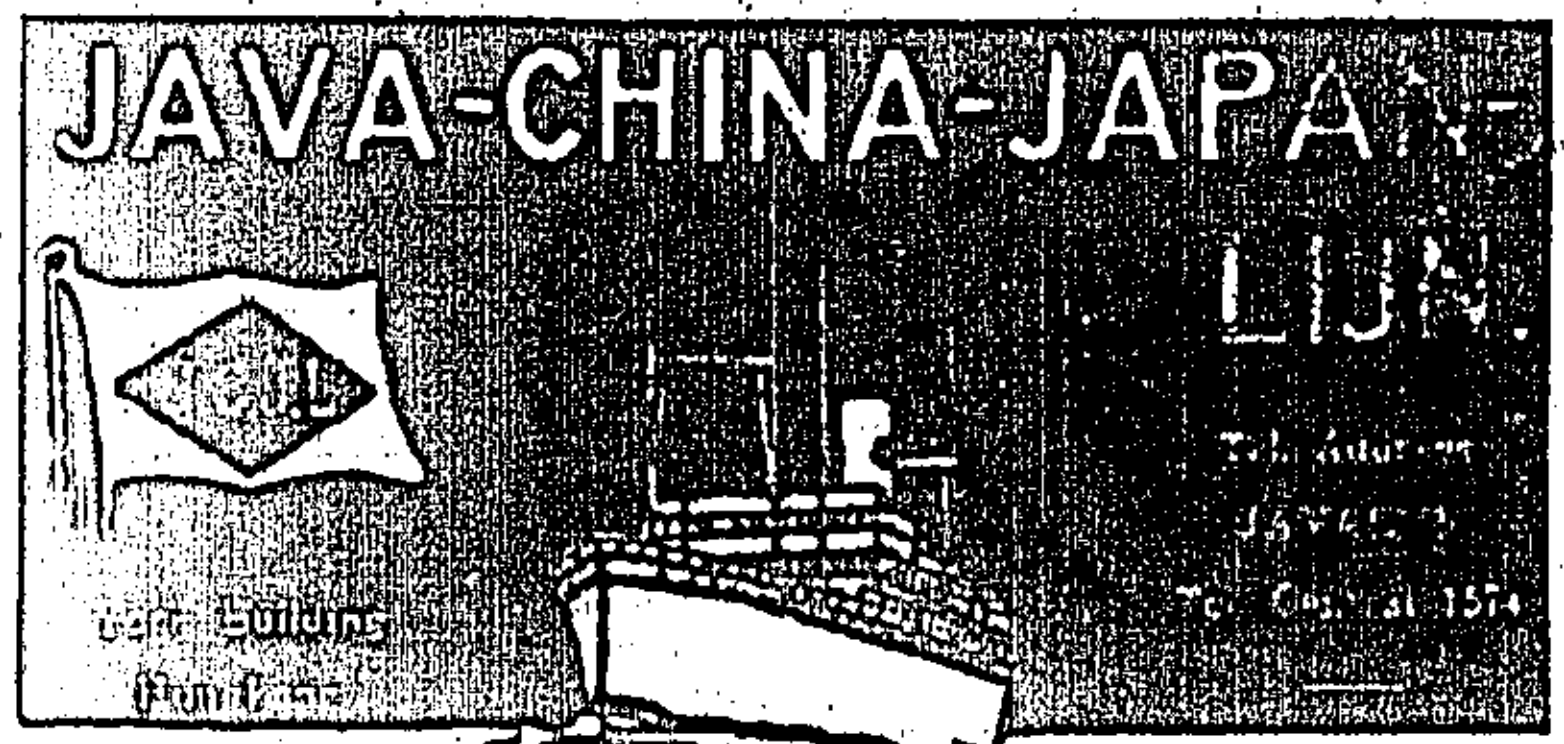
HARUNA MARU ... Monday, 11th July.

YAMAGATA MARU (Moji Direct) Wednesday, 13th July.

MATSUMOTO MARU ... Tuesday, 19th July.

TOYOHASHI MARU ... Monday, 25th July.

For further information apply to: **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, (private exchanges to all Depts.)

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Batavia	10th July	14th July	Shanghai
Tjikembang	S'hai, K'lung	12th July	14th July	Batavia
Tjitaroem	N. China	18th July	20th July	M'kear & Java
Tjikini	Java, Mosr	18th July	20th July	Amoy, N. China
Tjipanas	Java, M'ila	19th July	22nd July	Saigon & Java
Tjisaroca	Batavia	24th July	28th July	Shanghai
Tjikarang	S'hai, K'lung	26th July	28th July	Batavia
Tjisalak	Java, Mosr	1st Aug	3rd Aug	Amoy, N. China
Tjibodas	N. China	1st Aug	3rd Aug	Batavia
Tjisondari	Batavia	7th Aug	10th Aug	Shanghai
Tjisaroca	S'hai, K'lung	9th Aug	11th Aug	Batavia
Tjimanoeck	Java, Mosr	15th Aug	17th Aug	Amoy, N. China
Tjikini	N. China	15th Aug	17th Aug	M'kear & Java

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TIENTSIN Swatow & S'hai Kwongsang	Sun.	10th July at 10 a.m.
HAIPHONG	Minsang	Mon. 11th July at 8 a.m.
CANTON	Hopsang	Mon. 11th July at 3 a.m.
STRAITS & Calcutta	Namsang	Tues. 12th July at 10 a.m.
TSINGTAU Swatow & S'hai Waishang	Wed.	13th July at 10 a.m.
OSAKA Amoy, S'hai, Moji, Kobe Hopsang	Thurs.	14th July at 7 a.m.
SHANGHAI	Yuensang	Thurs. 14th July at 7 a.m.
TIENTSIN	Chipshing	Thurs. 14th July at 5 p.m.
CANTON	Fooshing	Fri. 15th July at 6 a.m.
TSINGTAU Swatow & S'hai Hopsang	Sun.	17th July at 10 a.m.
TSINGTAU Swatow & S'hai Fooshing	Wed.	20th July at 10 a.m.
TSINGTAU Swatow & S'hai Kwaisang	Sun.	24th July at 10 a.m.
TSINGTAU Swatow & S'hai Hangsang	Wed.	27th July at 10 a.m.
STRAITS & Calcutta	Laisang	Thurs. 28th July at 3 p.m.
TSINGTAU Swatow & S'hai Yatsang	Sun.	31st July at 10 a.m.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central General Managers.

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

will sail hence on the

4th AUGUST

For SYDNEY, MELBOURNE & ADELAIDE

via Manila, Sandakan, Balikpapan, Rabaul and Samarai

For Freight and Particulars Apply to

DODWELL & CO., LTD.

Queon's Building. Agents. Tel. No. Central 1080.

METERS MIXED.**COMPLICATION IN COURT ACTION.**

The case in which Mr. J. H. Ruttenjee of Messrs. Ruttenjee and Son, wine merchants, is suing Mrs. D. A. Ross, formerly living at No. 7, Duddell Street, second floor, for \$173.20 on an implied contract for the supply of electric current was again before the acting Puisne Judge, Mr. P. Jacks in the Summary Court yesterday afternoon.

At the last hearing the case was adjourned for a witness from the Electric Company to be called to give evidence with regard to the meters in the flats. Mr. J. T. Prior is for the plaintiff and the defence is being conducted by Mr. W. D. Owen.

Yesterday afternoon Mr. S. Longfield, of the Hongkong Electric Company, said that the present meter No. 26219 was registering current for No. 3 flat, (which was occupied by the defendant) when he visited the premises on June 27th. He therefore assumed that the meter had been connected to the flat ever since it was fixed in 1925, as there had since been no alterations to his knowledge.

Witness went on to explain that meter No. 24040 was originally fixed for the whole of the second floor in May 1925 and at that time there were 31 lights and nine sockets connected with it.

The meter remained there until October 1, 1926, when it was disconnected. On October 4 last year Mr. Ruttenjee applied for the meter (24040) to be re-fixed for the second floor for three lights only, but the number of the flat it was to serve was not mentioned.

Meter Transferred.

Witness continued that meter 26219 was now registering current for No. 3 flat, and the meter 24040 was transferred to a Mr. Wetton on April 1st this year.

On June 22nd, Mr. Wetton wrote a letter making complaints to the Company and asked for a test. When the test was made it was discovered that Mr. Wetton's meter was connected with meter 26219, and the Company wrote a letter to Mr. Wetton pointing that out.

In reply to Mr. Prior witness said that meter 24040 was now only connected to No. 4 flat. He added that it would be impossible to effect any change at the meters, but wires could be changed without his knowledge.

Mr. Prior said that the defendant claimed that meter 26219 had been connected to the defendant's former flat, No. 3 all the time, in which case the plaintiff's case failed. He strongly suspected, however, that in the early part of April the meters were changed in some way. Meter 26219 was not until then put on to flat No. 3, and previous to that time the meter was 24040, from which he got the figures he was claiming on.

On April 13th something was done to both meters and Mr. Wetton received a bill for meter 24040 for April for a small amount, about \$2.50, when No. 4 flat was vacant. In the latter part of April, however, the amount increased.

Mistake Denied.

Replying to Mr. Prior witness denied that there had been a mistake by the Electric Company and that they had been sending in bills to the wrong person on meter 26219 by mistake.

Mr. Prior said he was sure there had been a mistake somewhere.

His Lordship remarked that they would have to decide whether Mr. Ruttenjee's bills for small amounts had been sent to Mr. Madden and Mr. Madden's bills for larger amounts to Mr. Ruttenjee. He contended that the question as to which meter was on which flat would have to be considered. He added that they would have to get records of the readings of the meters for the last six months and try and find out whether they represented a fair consumption for the number of points.

The case was accordingly adjourned to ascertain as to who gave instructions for the installation of the two meters, records of the readings from October 1st, 1926 to the end of June this year, and the amounts charged in respect of each meter, together with a certain record book.

SILK DUTIES.

AMENDMENT REJECTED BY HOUSE OF COMMONS.

London, July 8.
The House of Commons, on the Committee stage of the Finance Bill, negatived without a division a new clause moved by the Conservative member, Mr. J. R. Roper, repealing, from August 31, the duties on raw silk.—Reuter.

CHINA COAST OFFICERS.**LATEST CHANGES AND APPOINTMENTS.**

Mr. O. T. Harrison, chief officer, Anking, is on reserve. Mr. A. H. Mills, chief officer, Ninghai, has gone chief officer, Anking.

Mr. W. D. MacLean, third officer, Anking, is on reserve.

Mr. W. A. McDonald, chief officer, Kwelyang, is on reserve. Mr. R. J. Nunn, from Home leave, has gone chief officer, Kwelyang.

Mr. A. H. Finnie, second officer, Tungchow, has gone second officer, Kwangtung.

Mr. F. J. Wilson, third engineer, Suivang, is on reserve. Mr. A. B. Blair, from reserve, has gone third engineer, Suivang.

Mr. T. Curry has been appointed third engineer, Ninghai. Mr. J. W. Ridley, third engineer, Ninghai, has gone third engineer, Chusan.

Mr. H. M. Nollan, second officer, Hingsang, has gone second officer, Hopsang. Mr. L. J. Stevenson, second officer, Hopsang, has gone second officer, Hingsang.

Mr. L. St. J. Munby, from reserve, has gone third officer, Hingsang.

Mr. E. T. Sawyer, supply second officer, Siangwo, has gone second officer, Pingwo. Mr. J. R. Evans, second officer, Pingwo, has gone second officer, Waishang.

Mr. E. McNab, second engineer, Siangwo, is on reserve. Mr. J. Hal-kott, from reserve, has gone second engineer, Siangwo.

Captain W. Brewer, of the Hydrangea, has gone master, Derwent. Captain E. Jones, of the Derwent, has gone master, Ling Nam.

Mr. T. V. A. Goldenberg, second officer, Pheumpenh, has gone second officer, Haiching. Mr. A. Alken, second officer, Haiching, is on reserve.

Mr. R. H. Wethrell, second officer, Halvard, has gone master, same ship.

Captain T. H. Ball, from reserve, has gone master, Hydrangea.

Mr. A. N. Seaton has been appointed chief officer, Wing Hang.—Shipping and Engineering.

LEAGUE TENNIS.**EXCITING GAME AT KING'S PARK.**

The match between the Netherlands Tennis Club and the Kowloon Cricket Club in the "C" Division played on the former's courts at King's Park yesterday afternoon ended in an exciting tussle, with the Dutch team victorious by the odd game.

Up till the last match between the two strongest pairs, the home team had the advantage of two games. The Kowloon pair, Kew and Leo made great efforts to secure a 7-4 victory but just failed and eventually the Netherlands players finished one game up.

The full scores were:

O. de Bruyn and A. Ramondt beat J. S. Smith and R. P. Strange 6-5, lost to C. H. Leda and K. A. Karstene 2-9; lost to A. J. Kew and Geo. Lee 5-6.

P. Marks and G. Heintzen beat Smith and Strange 10-1, beat Leda and Karstene 7-4; lost to Kew and Lee 3-8.

F. Lafeur and H. J. Knotterus lost to Smith and Strange 4-7; beat Leda and Karstene 8-3; lost to Kew and Leo 5-6.

Total: N. T. C. 50, K. C. C. 49.

FRIENDLY FOOTBALL.**CHINESE TO OPPOSE WELCH REGIMENT.**

The weekly football match arranged for this afternoon by the Chinese Athletic Association will be between the Chinese first eleven and the 2nd Batt, the Welch Regiment, and is timed to start at 5.45 p.m. on the Sookmupoo ground.

Although the military team are not as strong in association football as they are in rugby, a keen game is anticipated. The Chinese are putting in special training for the forthcoming Far East Olympic games and the friendly matches each Saturday are played with as much keenness as the League matches.

The soldiers are reputed for their prowess on the Rugby field having won the Army Cup on four occasions since the War and being runners-up once

HOTELS.

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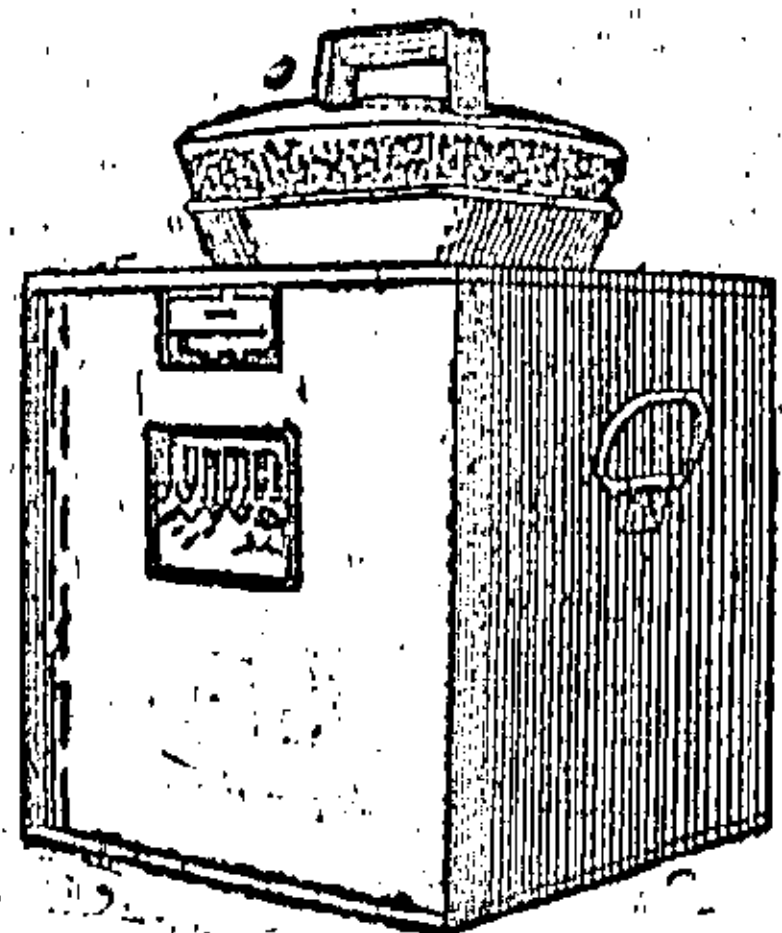
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and Saturday.

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Victoria, Hongkong.

A HINT TO RUSSIA.

BRITISH WORKERS
UNAFFECTED.

London, July 8.
Mr. J. H. Thomas, at the National Union of Railwaymen's conference, vigorously condemned Soviet attempts to dictate to British workers, and said the Russians were subsidising people without influence, and wasting money.

They must stop this foolish, insane and absurd method, and realise that Communist propaganda will not divert the great mass of Britain's workers from following the constitutional path in order to effect the social changes required.—*Reuter*.

Britain Quite Different.

London, July 8.
Pointed references to Russian Communists' activities were made by Mr. J. H. Thomas at the National Union of Railwaymen's conference at Carlisle to-day.

He said Moscow is subsidising people without influence, and is wasting its money because no greater mistake could be made than to assume that the circumstances that brought about the Russian revolution could ever operate in Great Britain.

He hoped the Government would rectify their blunder in breaking off relations with Russia, but Russians should change their foolish, insane and absurd methods, and realise that neither a minority Government nor Communist propaganda was going to divert the mass of the British people from following the constitutional path. Russia should abandon the idea that she can engineer a revolution in this country.

The conference passed a resolution approving Mr. Thomas' views.—*British Wireless*.

CONDITIONS IN INDIA.

STEADY IMPROVEMENT
NOTED.

London, July 8.
Lord Winterston, the Under Secretary for India, speaking on the India Office vote in the House of Commons to-day, said many people did not realise the extent to which the local government in India was in the hands of Indians themselves, without official control.

This right to manage their own affairs had greatly increased in the last five years. Economic conditions had improved. Primary education was making great strides, and in the Punjab the number of pupils in the schools had increased in the last four years by nearly 400,000 to a total enrolment of over 900,000 thousand.

The programme of new railway construction covered 5,000 miles. Last year 27,000,000 worth of railway stores were bought in Britain in open competition with several continental countries.

There had been considerable improvement in the conditions of labour, and India was one of the few countries that had ratified the Washington eight hours convention.—*British Wireless*.

BURGLARY ALARM AT COUNTRY HOUSE.

THIEVES TRACKED BY
BLOODHOUND.

The Horsham Magistrates committed for trial, at Horsham Quarter Sessions, Harold Wilson and James Alfred Kershaw, who were charged on remand with breaking and entering the house of Lady Muriel Loder, at Leonards Lee between 10.15 p.m. on May 17 and 3.45 a.m. on May 18, and stealing articles to the value of £13 16s. 6d.

Lady Loder said that she was awakened about 4 o'clock on the morning of May 18. She looked out of the window, and as everything seemed quiet she returned to bed. Two minutes later she heard a noise as if a wardrobe was being shut or a chest of drawers opened. Thinking it was her nurse, she opened the bed room door and saw a man about 9ft. away. He was in a crouching position and ran across to the bath room. She rushed back to her room, locked the door, and called her nurse, who blew a whistle and rang three of the bells in the house. The first bell was also rung.

Police-constable Brockhurst said that he went to Leonards Lee with a bloodhound. The dog took him direct from the pantry window to a wood where the two men were waiting in a pond. Another constable stated that the stolen property was found tied up in a handkerchief in Kershaw's overcoat pocket.

The defendants said they would plead "Guilty" at the Quarter Sessions.

DEVON HEROES.

EPIC STORY TOLD BY
PRIVATE SOLDIER.

A war book by a private soldier, published from his own private address, and penned without hope of reward in order that justice might be done to his native county-men, is attracting much attention in the West of England.

It tells the epic story of the 2nd Devons, under the title of "Through Hell to Victory," and it is impossible to read Mr. Richard Colwill's simple, unvarnished narrative without emotion.

The Devons formed part of the 5th French Army, against whom the Germans launched the tremendous offensive on the Reims-Laon road in 1918.

To the 2nd Devons, 600 all told, was allotted the task of holding two little hills to make it possible for the remnants of a British division to pass over a single bridge which here spanned the Aisne.

They were told to hold on to the last. It was certain death, but nobody flinched. For hours they fought. Hundreds of them were killed. Practically every man was wounded. Their ammunition was exhausted, and they fought like demons with the bayonet, till at last they were overwhelmed. All who were not killed were taken prisoners. Of the whole battalion fewer than 50—nearly all wounded—managed to escape across the river.

These men were joined by the Details—those men who were not as a rule in the fighting line—the cooks, shoemakers, drummer boys and unit men. Together they fought rearguard actions for days, till at last one officer and half a dozen lads were left. That is briefly what happened.

Mr. Colwill says there was hardly a mention of the epic story in the war 'correspondents' dispatches at the time, and the British Army authorities have never been generous in their praise. The French, however, awarded them the Croix de Guerre with palms.

With enormous labour Mr. Colwill has compiled the details of the battle, in which he himself took part. He has thrice traversed the battlefield, cross-examined every survivor whom he could trace, had access to confidential diaries, obtained the willing assistance of surviving officers, and even tried to get the German's side of the story.

WICKED PRACTICE.

STORY OF LIVE COBRA.

A child of Panadura, Ceylon, narrowly escaped death a few days ago as the result of a wicked practical joke in which a cobra confined in a sealed earthenware jar played a prominent part.

It seems that a fisherman discovered the jar floating in the sea and on it had been written in Sinhalese "This belongs to him that finds it."

Imagining that the jar might contain something of value the fisherman declined to open it in the presence of the small crowd which had gathered on the beach, but, instead, took it to his home.

Here the jar was opened with the fisherman's wife and child as interested spectators and out crept a large cobra, hissing viciously and extending its hood.

Dog Saved Child.
Luckily for the family the dog attacked the snake and gave the woman and child time to get safely away, though the little one is stated to have had a very narrow escape.

The dog was bitten and died and the snake was recaptured. The reptile, however, was not killed, but was shut up once more, in a bottle this time, and thrown back into the sea.

One can, of course, understand and sympathise with the reluctance of Buddhists to take the life of any living thing under any circumstances whatever, says the *Ceylon Observer*, commenting on the incident, but one cannot fathom the mentality of a man who sees fit to write a misleading description upon a jar containing a venomous snake.

In any case, to seal a snake in a bottle or jar and set it afloat to die of starvation is surely more reprehensible than killing it outright, to say nothing of the danger to human life.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—

1. Galus, who was nicknamed Gallia, 2. At Babylon in B.C. 3. Hence stated by the Phoenicians for the exact location not known. 4. The Mohammedan Bible. 5. (a) 10,000 miles per second. (b) 1,100 feet per second. 6. Battle Abbey. 7. Drace, an Athenian magistrate. All his punishments were death. 8. Americo Vesputi, a Florentine merchant. 9. In Australia, discovered by Captain Cook. He so named it because Mr. Banks and Dr. Solander, two scientists who were sailing with him, discovered several botanical specimens there. 10. It is in the shape of a "W" and consists of five stars. 11. Anselm, when he was told he had been appointed Archbishop of Canterbury by William II. 12. Sir Francis Drake. He took three years, and did it in the Pelican, which was renamed the Golden Hind.

GUEST-HOUSE FOR LONDON.

COSMOPOLIS IN DULWICH WOOD.

Amid the fine trees which bear evidence of the luxuriousness of the old woods of Dulwich on the north slope of Sydenham Hill, where Charles I used to hunt, and where Lord Byron 125 years or so ago played robbers with his schoolboy friends from Dr. Glenie's Academy, there was formally opened last month an international Guest House for London.

"The guest house is an international extension of the work of the Holiday Fellowship Movement," Mr. T. A. Leonard, so long associated with this work, tells me (writes a Home correspondent.) "The Fellowship has made so many contacts abroad, leading to the desire of many foreigners to visit England, that it has become highly desirable that there should be a real international centre here, where like-minded people of many lands may meet together with English people. We have been fortunate in securing Hitherwood, one of the mansions on Sydenham Hill, close to the Crystal Palace, where those visiting London will be able to stay, only fifteen minutes' by electric train from the centre of town, and yet in a quiet spot that might be miles in the country."

The care which the Dulwich Colleges Estates Governors have bestowed on their property has preserved the immediate district (including the old gate close to "Hitherwood's" garden entrance) in a way that will give visitors memorials of England at its best, and not at its "Bloomsbury lodging-house" worst.

Attractions.

From the six acres of ground in which level areas have been cleared for tennis courts, and for small conferences in a little natural amphitheatre facing a fine grove, wonderful views of London are obtainable through the trees, while from the upper storey and the roof is obtainable a unique and uninterrupted panorama of London, from St. Paul's to London's striking power house at Lots-road, with Highgate, Hampstead, and, on a clear day, Harrow Church as a background.

The formal opening ceremonies on Thursday will be in the afternoon and evening. "Mr. Arnold Rowntree, the ex-M.P. for York, who has been associated with our movement all through, will perform the actual ceremony," said Mr. Leonard, "and the Federation of Youth are giving folk dances. Although we are not formally opened, our fifty beds are full for Whitsun, and besides British guests we have already French, Belgian, German, Czech, Italian, American, Norwegian, and Danish visitors. Three hundred visitors have already booked accommodation during the next two months. We are particularly wanting to attract as many as possible from France."

Several bodies are actively associating themselves with the Guest House. They include the Friends' Council for International Service, the Holiday Fellowship, the Women's International League, and the Adult School Movement. Mrs. Maud Rowntree, daughter-in-law of the late Joshua Rowntree and cousin of Lady Parmoor, has just arrived from Constantinople, where she and her husband have been engaged in education work, to take up the position of Warden. Turkish guests are shortly expected, and Dr. Becker, the Prussian Minister of Education, has actively interested himself in the guest house.



Lots of working girls keep plugging, but never get rich.

Entertainments

TO-DAY
ONLY

QUEEN'S

2.30, 5.10,
7.15, 9.20

LAURA & JAMES
LA PLANTE & KIRKWOOD

IN

"BUTTERFLIES IN THE RAIN"

TO-DAY
ONLY

WORLD

5.15 and
9.20 p.m.

ROD & DOROTHY
LA ROCQUE & GISH

IN

"NIGHT LIFE OF NEW YORK"

2.30 to 8.30
CONTINUOUS

STAR

At
8.15 p.m.

LARRY
SEMON

in

The WIZARD
OF OZ

WILBUR PLAYERS

in

THE WHOLE
TOWN'S TALKING

Owing to the non-arrival in Hong Kong of films posted in Shanghai twelve days ago, there will be a slight change

TO-MORROW at THE QUEEN'S

RAYMOND GRIFFITH'S

Farcical and Satirical Comedy

HE'S A PRINCE

The Tale of

"A REGULAR FELLOW"

will be screened

instead of "O, what a Nurse!"

TO-NIGHT at 9.30 p.m.

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